

ROD &

JULY 1959 25c

Custom



**Facelift
for the BUICK**

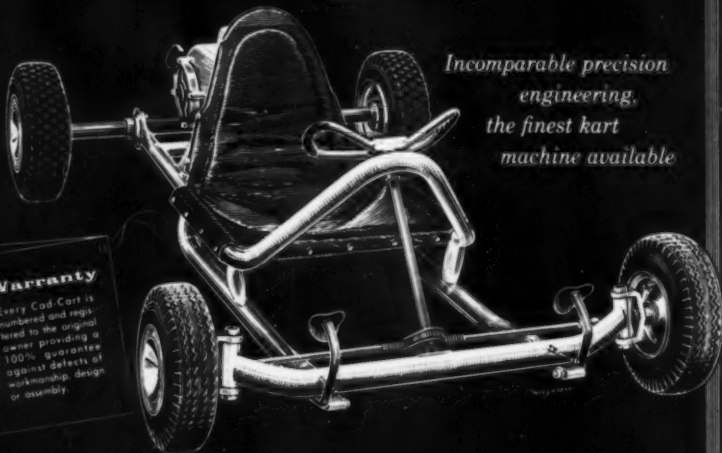
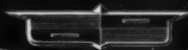
PARTS AND KARTS DIRECTORY

A buyer's guide for putt-putts



FEATURE—BONNEVILLE'S BEST!

Cad Cart



*Incomparable precision
engineering,
the finest kart
machine available*

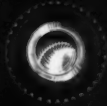
Warranty

Every Cad-Cart is numbered and registered to the original owner providing a 100% guarantee against defects of workmanship, design or assembly.

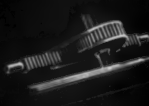
From drawing board to final testing, there has been no compromise with quality. Each Cad-Cart is complete and ready to roll as advertised, including Heliarc welded chrom-moly steel tube frame and all bolts and washers Cadmium-plated, Polished cast aluminum wheels, Luxury-padded black naugahyde upholstery, 48" wheel base and 36" tread with extreme low center of gravity, Center mount engine and drive for perfect balance, Clinton A-490, 2 cycle engine, Cad-Cart is fully equipped to one standard...the finest...with one price of \$289.50, F.O.B. factory plus state tax. Terms are 25% down with order, balance on delivery.



Hardened, ground king pins with Zerk fitting. New Departure sealed ball bearings, axle set 10, roller, 4" camber - self-aligning ball joint steering rod ends.



Exclusive with Cad Cart, these highly polished cast aluminum wheels...designed for lightness, balance and beauty.



Rack and pinion type steering gear for accurate, easy, smooth and safe steering.



Unitized clutch and spot disc brake with unique jack shaft arrangement for competition quick change gearing - chain driven primary and final drive.

Prices and features subject to change without notice.

Cad-Cart

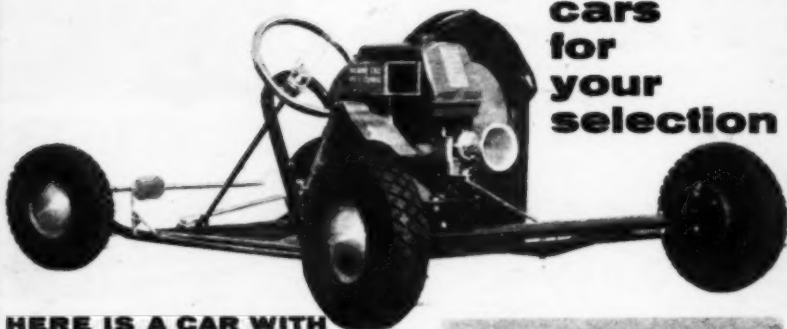
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from **BUG** engineering.....

2

**great
FORMULA "K"
cars
for
your
selection**



**HERE IS A CAR WITH
MANY OF THE
FIRSTS IN THE
"FORMULA K" FIELD**

THE STANDARD model as shown is fully equipped ready to run with dual internal band brakes for greater safety, Timken bearing wheels and knobby tires, naugahyde upholstery, floor mat, and the frame is completely hell-arc jig welded.

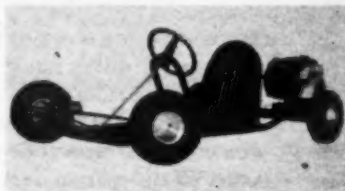
THE CUSTOM MODEL as shown comes fully equipped as the standard plus chrome steering wheel, shaft, drag link, tie rod, brake and throttle linkage.

In addition to this there has been a chain guard added as an extra safety feature, Moon wheel discs for that custom look as well as acting as a very efficient dust seal. To complete the package, you have your choice of either black or white enamel paint.

We feel confident, whichever model you choose, you will have a winner when you've got the BUG.



STANDARD \$14900



CUSTOM (header extra) \$18900

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In this month's

ROD & Custom

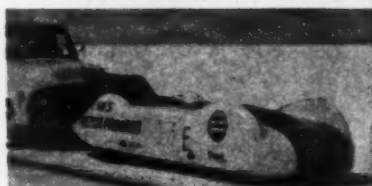
third issue of our seventh year

LYNN WIRELAND
TOM UHLER
CHRIS FREEMAN
PETE HALLOCK
BOB YOUNG

CHERRY CHARIOT



BUILT FOR BONNEVILLE



FROM PARTS TO KARTS



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ROD & CUSTOM

JULY 1959

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26, Mich. Midwest Advertising: 300 N. Michigan
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JULY, 1959



Fixing up your Car? **ROD? CUSTOM?** Planning on using **TOOLS?**

... but what else, man?
... like didja ever try
to do anything without

TOOLS?

The next three issues of
R & C will carry a rundown
of hand, power and precision

TOOLS

such as you'll need to
FIX UP YOUR CAR
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You'll want to get the inside story... No Age Limit!
Many Others "Cleaning Up" No Car
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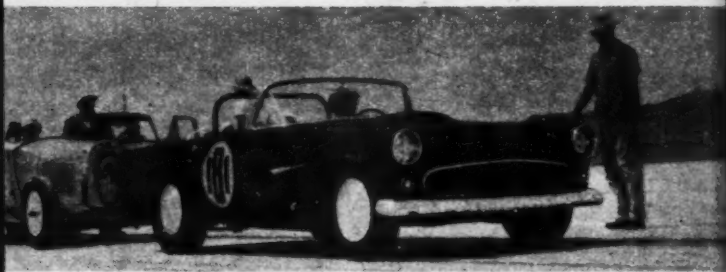
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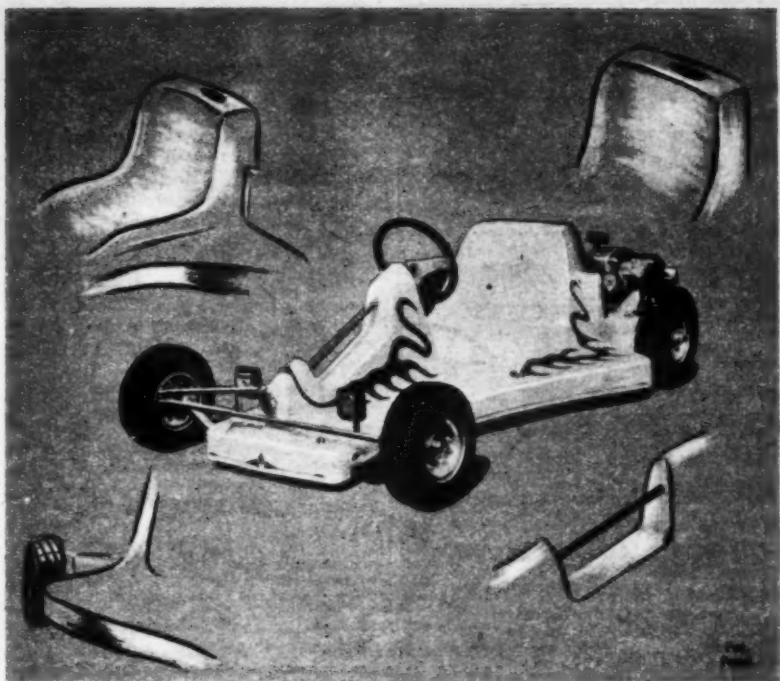
With this month's interest directed toward the Bonneville Salt Flats, our Starting Line shows R&C's 'bird getting the wave-off.

PREVIOUS YEARS MAY HAVE LEAD readers to the conclusion that the editorial policy of Rod & Custom might best be described as one of "No flag to wave, no torch to carry and no axe to grind." Primarily this was and will continue to be the case. Occasionally, however, we are reminded of the struggles and growing pains during the infancy of a national sport and pastime that's "as American as baseball"... Like many another who was active in the fight to gain recognition and acceptance for our hobby despite seemingly overwhelming odds, we may have become overly complacent during the current trend of favorable public attitude. Some areas are still struggling for recognition in the eyes of the citizenry of their locale. They are depending on those of us who have overcome opposition in our areas, succeeding in getting good turnouts for our shows, smiles rather than scowls as we drive a distinctive car along the street, and drag strips where we may test our mechanical prowess and vie with our friends for awards. Depending on us to uphold the spotless record which we proclaimed was the true spirit of our sport, because unless we maintain our records of safety, good conduct and value to the society in which we live, their cause is doomed due to adverse publicity which accelerates more quickly than our fastest dragsters.

Years back we educated the people regarding the "Shot Rod" and pointed out the difference between that car and a true hot rod. Now we too often find the "Shot Rodder" who is driving a true hot rod, but lacks the proper attitude. Worse yet is how this bad apple is spoiling the barrel. Failure to inspect properly at drag strips or overlooking an obviously unsafe feature because, "Well, he came a long way to run" or similar excuse, poor crowd control or other situations which could and in all probability will lead to a nationally publicized catastrophe, unless we begin immediately to supervise ourselves, can wipe out this phase of our sport overnight. Equally important in the field of public education is the conduct of visitors as well as ourselves at car shows to which the public has been invited. Drinking, cursing, arguing and brawling which often take place in unsupervised displays is hardly conducive to good will, good box office and good luck in future activities. One breath of alcohol or smutty phrase can more than offset an auditorium full of fine cars in gaining favor with your neighbors.

Let's be on our guard to protect our sport. My sport—and YOURS. ●

lynn wineland
ROD & CUSTOM



FOR THOSE WHO DEMAND THE FINEST!

For
the ever
expanding group of
discerning individuals who insist
upon the very best, Glas-Cart is pleased
to announce carting's first truly manufactured
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Standard Equipment* Includes

Impact Resistant Fibre Glass Construction
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Complete with Power Products 2.5 Horse

Power Motor. Your Glas-Cart may
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choice of motor
or motors.

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\$329.50

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JULY, 1959

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OUR READERS

THEM LITTLE FURRIN' CARS

I enjoy your magazine very much but as yet have not seen any stories or pictures of Volkswagens. I am a VW fan and would appreciate seeing some pictures to give me an idea of different methods of customizing and some styling tips. I hope in the near future you will feature the "best all 'round car made today," the Volkswagen.

Sault Ste. Marie,
Ont., Can.

Gary Johnston

*Have cheer, Gary. A couple issues from now we pay homage to the increasing interest in the restyling of machinery from over the water and will have a real eye-popper for you and other VW enthusiasts.

MODELERS ALL

I enjoy reading your magazine and the section on rods and customs in miniature. I have created some nice customized models from Revell kits. I have lowered them, put quad headlights in them, removed the stock grilles and bumpers and put in custom grilles and nerf bars. I wonder if it would be possible to have pictures of my models put in your magazine and if so, what do I do?

Bob Allen
Anaheim, California

...how I could get my models in your Rod & Custom...What materials?...

John W. Cox
West Middlesex, Penn.

...tell what would be the best material for extending the rear fenders...

Donald Foote
Johnstown, N. Y.

...have about 34 customized models...very pleased to send, in pics...would like to know how they get their models pictured...

Michael Nicks
West Allis, Wisc.

*R&C only wishes we could publish pictures of everyone's model cars, but space simply does not permit. These letters are representative of many received during the past several months and it would be impossible to select

ROD & CUSTOM

WRITE—or wrong

some to be shown and omit others. In some instances, outstanding examples will be shown. Modelers who wish to send photos of their efforts for possible selection are urged to submit ONLY 8x10" glossy photos taken with a camera which will put the entire car in focus. Please send a stamped return address folder for return of unused pictures. No promises are made as to use of any material submitted. Under NO circumstances should actual models be sent to us. Material stories are to be forthcoming.

BACK ISSUES

I read your article in my son's magazine and I am sending you the ones you want. He is 17 now and much too old for such foolishness. I have asked him many times to not leave his old magazines lying around his room. It's not neat and hard to clean with all that junk in there. He tells me he uses them but this is foolish as he has read them often enough to have memorized the entire contents.

Mrs. Emily Evans Cleveland, Ohio

I am desperately in need of the early issues of R&C. I had them all up until a week or so ago and suddenly they disappeared. I am putting an Olds in my Chevy as per your 1953 coverage and now my book is gone. I need all the 1953 and 1954 issues.

Don Evans Cleveland, Ohio

*We just happened to have a set of those issues, Don. The article to which you refer is somewhat grease smeared, but perhaps you have memorized the entire contents anyway. Anyway, we're sending them.

I came across a letter stating that there were only two complete collections of Rod & Custom. Not saying you are wrong, but speaking for myself, I have all but two. These are Feb. and August of 1954. Also I have all seven of the issues of *Honk*, all but 4 of the small *Hop Up*, all but 3 of *Car Craft* and all the *Custom Cars*. I also have about 100 duplicates of these issues and if anyone is interested, will sell them for 25¢ each.

Ray Lauzzana

JULY, 1959

8763 Beasemore,
Detroit, Mich.



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Exhaustive testing and development of a workable fuel metering system for small 2 cycle and 4 cycle engines by Go Kart Mfg. Co. has resulted in this new unit providing instant throttle response, easier starting and perfect operation during negotiation of the tightest turns. Lack of venturi restriction allows better breathing, more horsepower. Available from Go Kart dealers or order direct from exclusive distributors, Go Kart Mfg. Co.



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drive racer. When or-
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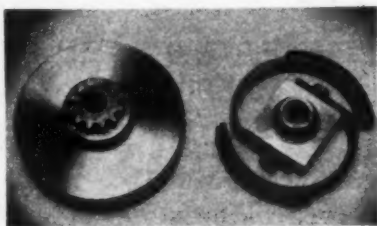
Write for Prices and Engineering Data

COMET INDUSTRIES, 867 Elm Place, Richmond, Indiana

auto mart...

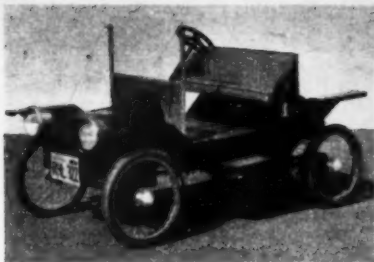


Just out. A catalog of Books About Fords, covers Model A's, T's and early V-8's. Contains reprints of factory issued books model A and T - V-8's 1932 through 1948. Only 10 cents, stamps or coin. Also Model A Restoration Manual. Answers the most frequent questions on body types, construction, colors, accessories, upholstery and interior trim. Includes specifications for all model years, diagrams and body styles, including dimensions, and paint and color schemes with today's equivalent. Price \$1.00 cash plus 10 cents postage. Above catalog included with your order for the book. Polyprints Inc., Box 3674, Rincon Annex, Dept. RC-5, San Francisco, Calif.



A new go-kart and small car clutch from Moon. Moon Equipment Co. offers this patented designed centrifugal type clutch for the variety of go-kart engines. The clutch has been tested for 6 months, and over 10,000 laps on a 1/4 mile dirt track. Manufactured of steel, and standard linings, the clutch was driven by over 500 kart enthusiasts, to test its reliability and performance. Price, \$19.50 complete, specify engine and kart make. From Moon Equipment Company, RC-5, 10020 South Norwalk Blvd., Santa Fe Springs, Calif.

JULY, 1959



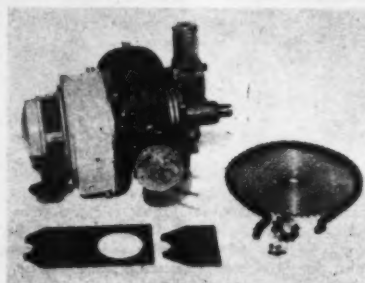
A 1/4 scale reproduction classic car by Swift Manufacturing Co. Approved by the California Motor Vehicle Dept. for highway use. Featuring automatic starter, 12 volt battery, windshield wipers, turn indicator, sealed beam lights, tail light, side view mirror, safety glass, tubular horn, automatic clutch, heavy all metal construction, authentic pinstriping and color matching pleated upholstery. Clinton aluminum 4 cycle 3 H.P. engine and rear dual brakes. Chromed spokes and wheels, completely fitted with Zerk fittings. Swifter and Swift-I's available in black, red or white enamel with matching upholstery. Swift-Cat available in Stutz yellow with authentic red matching upholstery. Models available: 1903 Cadillac—"swifter," 1910 Ford "T" Roadster—"Swift-T," 1911 Ford "T" Delivery Pickup—"Swift-T," 1911 Stutz Bearcat—"Swift-Cat." For information: Swift Manufacturing Co., 808 Gable Way, El Cajon, Calif. or Mr. Peter Miller, OLIVE 3-7580.



An attractive, interesting and useful brochure by Racer Brown, gives all the dope on cams and valve gear components, your for 25¢. Racer Brown Camshaft Components Engineering Co., 8687 Melrose Ave., Los Angeles 46, California.

continued on p. 13

CART ENTHUSIASTS



ENGINE ONLY \$24.95
For Reversing add \$10.00

XWB750-750 West Bend
with Special Hardened
Crank and Needle Bear-
ing Rod, complete, \$39.95

X100-Conversion Kit for
W.B. 750 Engine; Hard-
ened Crank and Needle
Bearing Rod \$19.95

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A SUPER SPECIAL COMPLETE POWER PACK UNIT

2 1/2hp #750 WEST BEND ENGINE
RECONDITIONED AND PERFECT

2 pc STEEL MOTOR MOUNT
12 T SPROCKET FOR ENGINE
60 T SPROCKET FOR WHEEL
30" #35 CHAIN and
CONNECTING LINK
PLUS 8 PAGE ENGINE MANUAL

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F.O.B. Duarte

MANTIS KART CO.

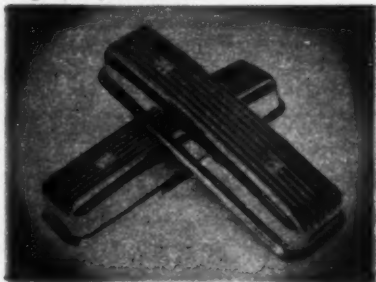
P.O. BOX 104, RC-7, DUARTE, CALIFORNIA

auto mart

continued



For the thousands of kart owners who are irked and tired of pushing and lifting their karts, Reed Engineering now offers the "Cart-Jac," a sturdy, easily operated hand lift especially designed for kart use. The "Cart-Jac" with large diameter, widely spaced rubber tired wheels, lifts the heaviest karts with a minimum effort and the swivel head permits maneuvering in any direction. A real help in tire changing and engine tuning, the "Cart-Jac" is as necessary as your tool box. Total price only \$5.95. Available from Reed Engineering, 2054 West Slauson Avenue, Los Angeles 47, California.



Moon Equipment Co., specialists in fuel systems and accessories presents new aluminum valve covers (rocker arm). Fabricated from cast aluminum with no name on top, these covers will go a long way in sprucing up the engine compartment at a moderate cost. Besides jazzing up the engine these covers will help toward silencing engine noise. Available for Chevrolets (including 348 Impala's), Oldsmobile, Ford, Lincoln, Mercury, Cadillac and Pontiac. Price \$34.00 per set. From Moon Equipment Co., Dept. RC-7, 10820 S. Norwalk Blvd., Santa Fe Springs, California.

JULY, 1959



Carburetor cleaning and overhaul, plus countless other time-consuming work on small components, is accomplished faster and easier with Permatex Cold Parts Cleaner—now available in a handy bench-size container. The new gallon-and-a-half container holds a gallon of this highly-concentrated, water-sealed, immersion-type parts cleaner. A metal basket is provided to hold the parts to be cleaned in the solution and to permit easy draining and recovery of the parts. Purpose of the containers extra capacity is to provide enough space for cleaning a basket of parts without spillage. The cleaner developed through five years of research, cuts cleaning efforts of mechanics almost 60 percent. Available from your local parts store.

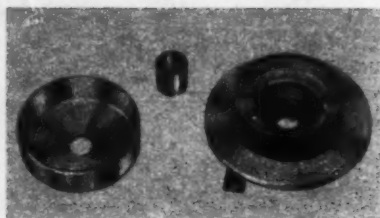


The marketing of a trailer especially designed for transporting midget racers or karts is announced by Pressweld, Inc. The kart rides on strong fiber glass channels that are completely adjustable to accommodate all makes of quarter, half and full size midgets and karts. A simple bolt arrangement makes conversion quick and easy. The channels pivot on the trailer axle to provide fast roll-on and roll-off, no-lift loading and unloading. They are quickly secured into the horizontal travel position by a special bolting action at the front of the trailer. The racer is held firmly in position by four adjustable hold-down clamps. The whole unit weighs only 120 lbs. and has a ball hitch for fast hook-up. Pressweld, Inc., Alliance, Ohio.

continued on p. 14

auto mart

continued



Moss light weight aluminum, internal expanding brake. This brake was built especially for the competition type kart. Adjustable and light weight with a 4½" dia. brake drum and 1" wide bonded Raybestos lining and aluminum shoes. The brake has precision sealed 1" I.D. bearing that aligns the brake concentrically on any 1" axle. The drum can either be bolted or welded to your sprocket. Price complete as shown \$19.95 f.o.b. L.A. Order from Moss Engineering, 392 E. Beach Avenue, Dept. BC-15, Inglewood, Calif.



Hoffco, Inc. for the first time, offers, complete competition engine kits of the West Bend-Hoffco Model 2761, 7.00 cubic inch and Model 2779, 5.10 cubic inch. These big bore, long stroke engines are available in both standard and counter-rotation models. Kit includes: power head, diaphragm carburetor (Model 2779—6.10 equipped with Tillotson MD62A float type carburetor as standard. Available with diaphragm @ \$4.00 extra), muffler, air filter, gas tank assembly w/mount brackets, gas line and shut off. Kit also includes the comet automatic centrifugal racing "loc-in" clutch available in ¼" or ½" pitch sprocket. Kit complete (either 5.10 or 7.00 cubic inch) \$99.50 freight prepaid. Hoffco Inc., Richmond, Indiana.

HUNT'S Caper Cart

MANUFACTURED BY A DRIVER
FOR DRIVERS

Many built-in features make Hunt's Caper Cart easier to handle, safer to drive, less maintenance.

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Send self-addressed and stamped envelope for free literature describing all customizing features and additional speed equipment.

BEN HUNT & SON

Manufacturers & Steel Fabricators Since 1918



Pictured is Custom
Competition Model
Fully
Equipped

ASSEMBLED
CART \$139⁹⁵

less paint and engine

Includes dual engine mounts—dual brakes—dual sprockets and safety side rails.

ENGINE A-400 Clinton 2½ hp. \$49.95

ENGINE B-40 Clinton Chain Saw 5 hp. \$98.95

Prices include sprocket, chain, throttle cable, gas tanks, mountings and bolts.

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**OVER 200 PAGES OF THE MOST
EXCITING HOT RODDING MATERIAL
EVER COMPILED IN ONE VOLUME!**

THE COMPLETE BOOK OF HOT RODDING

"COMPLETE" is truly the word to describe this amazing book. For beginners and seasoned hot rodders, from basic theory to the latest in techniques, **THE COMPLETE BOOK OF HOT RODDING** covers the entire field in detail. Authored by automotive magazine publisher Robert E. Peterson and the editors of **HOT ROD Magazine**, this master reference is certain to provide you with scores of ideas **YOU CAN USE**.

• **THE HOT ROD STORY** — Learn how the sport of hot rodding actually began. Here is the complete history of its development. This section also discusses the rise of organized hot rod activity.

• **HOT RODDERS TACKLE THE WORLD'S ENGINES** — How to get more power. Covers such basics as the four-stroke engine cycle, cylinders, pistons, crankshafts, connecting rods, valves, camshafts.

• **THE TRUE FACTS ABOUT HORSEPOWER** — Hot rodders use the terms torque and horsepower constantly, yet are often unable to define them. This chapter gives you all the details.

• **GETTING MORE HORSEPOWER FROM YOUR ENGINE** — Boring and stroking, porting, oversize valves, reground camshafts, valve springs, carburetion and the exhaust system.

• **YOUR ENGINE'S VALVES** — It's doubtful if any of the internal parts in a high-performance engine work harder than the valves. Here's how to disassemble, inspect, recodon, adjust.

• **THE COMPLETE STORY OF ENGINE CARBURETION** — Single, dual, triple, quad carburetors. The problems of progressive linkage. Maintenance and service for better starting, acceleration and economy.

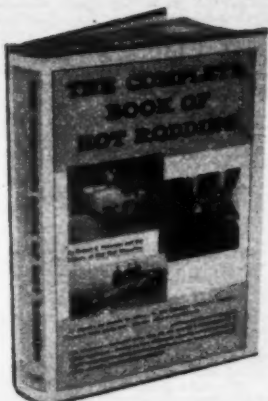
• **YOUR ENGINE'S ELECTRICAL SYSTEM** — High-performance ignition, magnetos, distributors, coils, condensers, spark plugs, batteries, generators, regulators. Better performance through ignition conversion.

• **ENGINE BALANCING** — How hot rodders who want top performance go about the complete rebalancing of the rotating and reciprocating parts of the engine's crankshaft and rod and piston assemblies.

• **FACTS ON HIGHER COMPRESSION** — This section shows you how to improve performance through higher compression ratios. Of particular interest is the information on high octane fuels.

• **THE PROS AND CONS OF FUEL INJECTION** — The latest developments in the field of fuel injection systems. Power and economy aspects vs. carburetor-type fuel systems.

• **SUPERCHARGING FOR INCREASED PERFORMANCE** — This chapter attempts to answer the question, "How much more power can you expect from forcing more fuel and air into the cylinders?"



"The material you have in your book of Hot Rodding is the most complete and authentic I have seen. Anyone interested in Hot Rodding should have these facts in this great book at their side."

— AK MILLER

Ak Miller's Garage, Whittier, Calif.

• **ENGINE SWAPPING FOR MORE POWER** — Savings in time and money can be made by installing a bigger engine. Here are methods of installation to help solve problems of mounting, transmission hookup.

• **CHOOSING THE RIGHT TRANSMISSION** — Transmission for cars used by hot rodders: a passenger car, used only for normal driving, a competition car used strictly for straightaway competition, etc.

• **BUILDING YOUR OWN HOT ROD** — Choosing the basic car. Chassis, body, suspension modifications. Building for street or competition, or both. Examples of the best.

• **THE ABC'S OF TROUBLE SHOOTING** — Every engine malfunction problem is discussed in easy-to-understand detail: ignition system, battery and cables, ignition wiring, distributor shaft, etc.

• **RACING TIRE PROBLEMS** — How to figure the proper width and diameter of a racing slick in relation to horsepower, getting the best traction, the most service, the most safety.

PLUS A THOROUGH ALPHABETICAL INDEX AND SPECIAL GLOSSARY OF ALL THE BASIC TECHNICAL TERMS

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JULY, 1959

13

J. C. Whitney & Co., Leads Them All! Save More Than



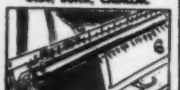
NEW! CUSTOM STYLED CRUISER FENDER SKIRTS For ALL CARS

- New design that blends into fender—guaranteed that it is longer, continuous, sleeker.
- Shows off what you're for—your vanity.
- Cheaper and guaranteed—makes of both chrome and stainless steel.
- Features folding device—removes, shifts, doesn't get in the way.
- Easy to install.
- 4" high—covers the flare and leading of the fender.
- Made of heavy gauge steel—guaranteed—ready for truck cut.

Year	Make & Model	Year	Make & Model
BUICK		CADILLAC	
1935-36	2-Door only	1937-39	All Models
1938	All Models		
CHEVROLET		CHRYSLER	
1935-36	2-Door only	1937-39	All Models
1938-39	All Models		
1940	2-Door only		
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2100	2-Door only		

Year	Make & Model	Year	Make & Model
1935-36	4-Door only	1935-36	4-Door only
1935-36	4-Door only	1935-36	4-Door only
1935-36	4-Door only	1935-36	4-Door only
1935-36	4-Door only	1935-36	4-Door only
1935-36	4-Door only	1935-36	4-Door only
1935-36	4-Door only	1935-36	4-Door only
1935-36	4-Door only	1935-36	4-Door only
1935-36	4-Door only	1935-36	4-Door only
1935-36	4-Door only	1935-36	4-Door only
1935-36	4-Door only	1935-36	4-Door only

STAINLESS STEEL WINDOW LEDGE SHIELDS For 1935 CHEVROLET, PONTIAC, OLDS, BUICK, CADILLAC



- Safe, definite, highly polished finish—no rust.
- Chrome-plated, dimensioned of superior quality—fits perfectly, absolutely no gaps, no rubbing.
- Made of stainless steel—guaranteed.
- Shows off your new 1935 car with these glass shields—guaranteed.

Year	Make & Model	Year	Make & Model
1935-36	2-Door only	1935-36	2-Door only
1935-36	4-Door only	1935-36	4-Door only
1935-36	4-Door only	1935-36	4-Door only
1935-36	4-Door only	1935-36	4-Door only
1935-36	4-Door only	1935-36	4-Door only
1935-36	4-Door only	1935-36	4-Door only
1935-36	4-Door only	1935-36	4-Door only
1935-36	4-Door only	1935-36	4-Door only
1935-36	4-Door only	1935-36	4-Door only
1935-36	4-Door only	1935-36	4-Door only



- For CAR, TRUCK or LANE.
- Fits in comfort when traveling when sitting in car.
- Made of heavy gauge steel—guaranteed.
- Shows off your new 1935 car with these glass shields—guaranteed.

Change Any Black Tire to Bright
WHITE SIDEWALLS.

OUT
AAA TIRE
CO.

NUT SPLITTER



- Nut splitter splits any nut—guaranteed.
- Made of heavy gauge steel—guaranteed.
- Shows off your new 1935 car with these glass shields—guaranteed.

PLASTIC STEEL
 90% STEEL—10% PLASTIC
 APPLIES LIKE PUTTY—HARDENS
 LIKE STEEL
 BONDING TO ALL METALS AND
 WOODS. Use for coating pits, steel—

STOV BURNING OIL ENGINE OVERHAUL KIT



- Overhaul kit for 10 horsepower 50 cc engine—guaranteed.
- Made of heavy gauge steel—guaranteed.
- Shows off your new 1935 car with these glass shields—guaranteed.

Ideal for use on burner stoves, gas
tanks and oil electrically operated
free, pump, fans, and other auto
the accessories. Gives you complete
personal control of these accessories. Can be
easily fitted to any hole 2" to 1 1/2" in dia-
meter. Terminals are recessed in housing to
prevent short circuiting. For use on 6 or 12
volt systems. You have finished with each
kit. \$7.95 - Each **PRICED \$2.00**

COMICAL, COLORFUL Day-Glo Bumper Stickers HOT ROD WATCH MY REAR



- Bumper sticker—guaranteed.
- Made of heavy gauge steel—guaranteed.
- Shows off your new 1935 car with these glass shields—guaranteed.

Stainless Steel Sun Visors



- For ALL 1935 BUICK, CADILLAC, CHEVROLET, FORD, OLDS, PONTIAC.
- Made of heavy gauge steel—guaranteed.
- Shows off your new 1935 car with these glass shields—guaranteed.

Here is a sun trace that is gracefully contoured to fit the windshield and roof of the 1935 car. Beautifully styled for that built-in look, it adds to the smart styling of your car, while providing extra comfort in the seat of reduced eye fatigue for driver and front seat passenger. This all new stainless steel sun visor has "see-through" green understaining and is scratch resistant and impervious to the rays of roof with self-storing.

BULL MOSE ORNAMENT




- Bull mose ornament—guaranteed.
- Made of heavy gauge steel—guaranteed.
- Shows off your new 1935 car with these glass shields—guaranteed.

FOR THE FASHION AHEAD

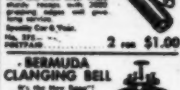
For a new look for interior linings and linings, faded and soiled fabrics, 12 oz. per square yard, for use on headliner, door paneling and floor covering. One of the best. Use on 14-inch economy. Colors of red, rust, brown, tan, dark and light blue, dark and light blue, dark and light gray, yellow, maroon, green or black. Quantity order.

\$2.95

No. 26—**Washable**



Chrome Door Lock Knobs



- Chrome door lock knob—guaranteed.
- Made of heavy gauge steel—guaranteed.
- Shows off your new 1935 car with these glass shields—guaranteed.

Year	Make & Model	Year	Make & Model
1935-36	2-Door only	1935-36	2-Door only
1935-36	4-Door only	1935-36	4-Door only
1935-36	4-Door only	1935-36	4-Door only
1935-36	4-Door only	1935-36	4-Door only
1935-36	4-Door only	1935-36	4-Door only
1935-36	4-Door only	1935-36	4-Door only
1935-36	4-Door only	1935-36	4-Door only
1935-36	4-Door only	1935-36	4-Door only
1935-36	4-Door only	1935-36	4-Door only

Six Brand New Car Plaques



- Six brand new car plaques—guaranteed.
- Made of heavy gauge steel—guaranteed.
- Shows off your new 1935 car with these glass shields—guaranteed.

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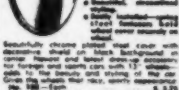
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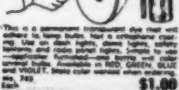
PLAQUE MOUNTING KIT



- Plaque mounting kit—guaranteed.
- Made of heavy gauge steel—guaranteed.
- Shows off your new 1935 car with these glass shields—guaranteed.

Custom designed and engineered to fit car make and model of car—no alterations necessary	
Increases horsepower, increases gas mileage straight thru conversion, no back pressure on high pitch restrictive hoses, deep powerful non-offensive tones. Be sure to specify Make of Car, Exact Year & Model, Type of Transmission, or Good Salvage.	\$4.99
See, the 37—Earth	

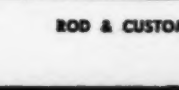
Color Dye for Lamp Bulbs



- Color dye for lamp bulbs—guaranteed.
- Made of heavy gauge steel—guaranteed.
- Shows off your new 1935 car with these glass shields—guaranteed.

Model	Price	Year	Make & Model	Price
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MANUAL TRUNK KIT



- Manual trunk kit—guaranteed.
- Made of heavy gauge steel—guaranteed.
- Shows off your new 1935 car with these glass shields—guaranteed.

J.C. WHITNEY & CO. 1917 Archer Ave. Chicago 16, Ill. U27

17

Cherry CHARIOT

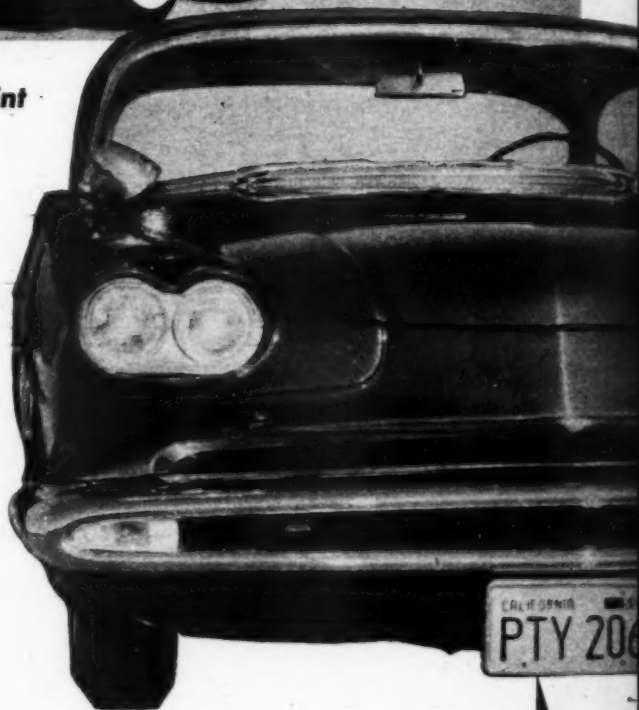
red is the color of my

photos by colin crietz





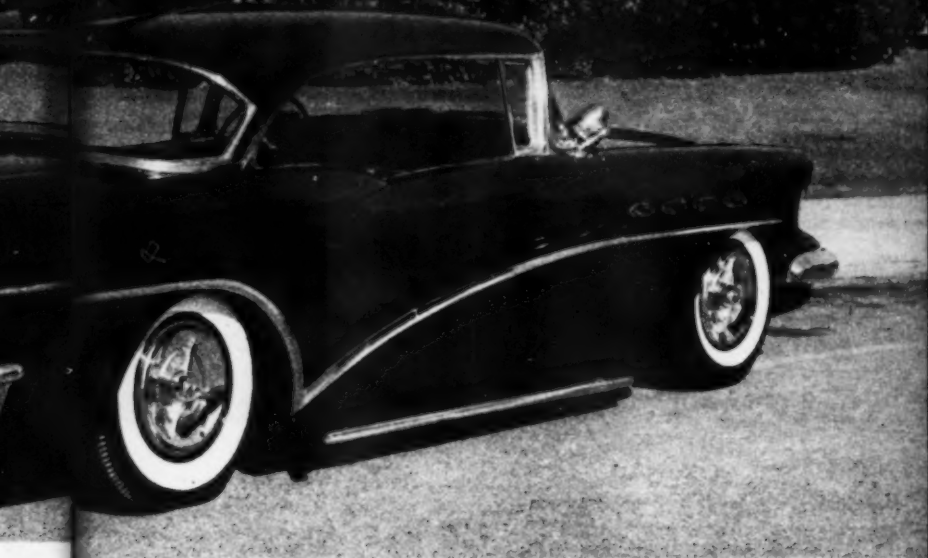
true love's paint



Except for the identifying detail lines down the hood and over the nose, Toby Halicki's custom is virtually unrecognizable as a Buick. Quad lights, '57 DeSoto bumper-grille, and lengthened Studebaker front scoops serve to effectively disguise the '56 Century. All work was done by owner at his place of business, Toby's Custom Shop in Gardena, California an L.A. suburb.

JULY, 1959





Cherry CHARIOT

continued



Rear of Buick has undergone much change, yet is clean and simple. Six month's effort was required to transform the Candy Cherry custom. Interior is pleasing all-black leatherette in tuck-and-roll design. Scoop on roof was hand formed. Taillights are sheet lucite formed into frenched opening and '56 Chevy lenses. Tidy looking engine has hotter cam, solid lifters and revamped ignition. Transmission is '38 Buick floor shift. Chrome adds appeal and the Buick has lots of it.

JULY, 1959



BLOW for

PART II

**the bit on
supercharging—
how and how much**

By ROGER HUNTINGTON, ASAE



IN THE LAST issue of ROD & CUSTOM we got introduced to this important subject of supercharging on the current American hop-up scene. We learned a few fundamentals, spotted some advantages and disadvantages of different types of blowers, and studied the potentiality of the McCulloch and Latham inertia-type superchargers. This time we're going to get into an entirely different principle of pressurizing the intake mixture—and principle that has so far proved to have more potential for very high-output engines.

I refer, of course, to positive-displacement compressors. We all know that the GMC Rootes-type diesel truck blowers have all but revolutionized the hop-up field in the last year. They're setting the pace at Bonneville and in the gas classes at the drag strip. Up until very recently the GMC-blown fuel engines didn't seem to have any decided edge over a big unblown engine running on pure nitro; now even here the blowers are showing signs of taking over. On the street the GMC's have their disadvantages; but you see more and more of the fellows using them on street-strip machines—and learning to live with the inconveniences. Yes, positive-displacement supercharging is the talk of the town these days.

Let's have a closer look and see why...

PRINCIPLES

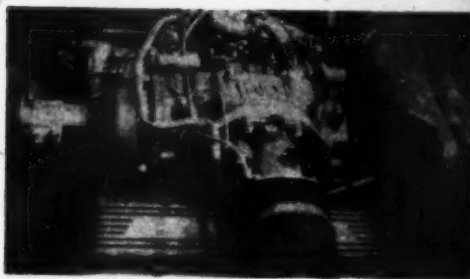
We learned the basic principles of the positive-displacement pump in the last issue. It can be likened to a gear-type oil pump. On the "Rootes" design, we have two contoured paddles with two or three interlocking lobes that rotate with a small clearance in an oval-shaped housing. A slug of air is scooped in at the inlet side and pushed around by the lobe to the outlet side. As long as the blower can push more cubic feet of air per minute than the engine would normally draw in under atmospheric pressure, the pressure in the intake manifold is maintained above atmospheric. The size of a Rootes blower is rated according to the theo-

Old Italian-made "I.T." Rootes-type blower introduced in the early 1950's was good for about 175 horsepower on a flathead Ford mill.





A GMC 4-51 supercharger was successfully adapted to a Corvette with fuel injection. Lou Cutitta of Detroit achieved 355 hp @ 6500 rpm with the 8 lbs. boost given by this setup. The unit cradles neatly between the rocker covers, is compact for hood clearance.



retical pumping displacement per revolution; you can use this figure along with the engine cubic inches to calculate the necessary speed ratio between crankshaft and blower that will give a certain boost pressure. For example, the GMC Model 4-71 blower has a displacement of 280 cu.in./rev.; if you want a boost of, say, 10 lbs. on a 371-cu.-in. engine you would have to turn it about 1.2 times crank speed.

Note that this pressure would only be delivered in the higher RPM ranges. The pressure output of a Rootes blower falls off at slow speeds like an inertia-type supercharger, but not nearly so fast. The reason is obvious: There is a small clearance of .003-.006" between the lobes and the casing to prevent rubbing and friction loss; when the slug of air between the lobe and casing is pushed against the compressed air in the manifold, some of it leaks back through this clearance to the inlet side—thereby reducing the effective pumping capacity. The amount of this leakage is more or less independent of RPM, but depends on the pumping pressure and the clearance. So obviously the leakage loss will be a larger and larger proportion of the total delivery as RPM is reduced, so the pressure will gradually fall off. If the boost is 10 lbs. at 5000 rpm, it would drop to maybe 5 or 6 lbs. at

2500 (compared with about 2½ lbs. for a centrifugal blower at this speed). But this will still give a terrific torque wallop in the medium speed ranges.

And here's another angle to keep in mind: The lobes in a Rootes blower have enough mass so they will stretch perceptibly at very high RPM's. When a blower is converted for high-speed operation it is the usual practice to increase the radial clearance (by shaving the rotor tips) up to .012". This greatly increases the relative slip leakage at the low end—so the pressure needle may not come off the peg 'til you get up to 3500 or 4000 rpm! This knocks one of the big advantages of the Rootes blower, but there it is. And this becomes more acute when you use a very large blower on a relatively small engine. A big GMC 6-71 (rotors 6 x 15") won't give much low-end punch on an engine of 350 cu.in. or less. Keep it in mind.

And there are other problems. Probably the big one is that the "isometric" compression process on the Rootes is much less efficient than the "adiabatic" compression on an inertia-type blower. Without going into a lot of detail, the inertia-type retains its heat of compression to help increase the pressure, whereas the Rootes just pushes slugs of air at constant volume (and does not actually compress the air within



BLOW for GO!

continued

the blower unit). Result is that the Rootes heats up the air a lot more for a given degree of compression—and it requires more horsepower to drive for a given volume of air pumped at a given pressure. For example, suppose we're supercharging an engine at 300 hp at 10 lbs. boost pressure. A Rootes blower to do this would raise the inlet air temperature about 160°F. and require between 30 and 35 hp to drive. A good centrifugal blower to do this same job would heat the air only 110° and require only about *half* this power — (which means, of course, that the engine would show a *net* output of about 15 hp more). This inefficiency not only reduces output and poses problems of fuel octane, piston burning, etc., but the additional power requirement further complicates the already-critical drive problem.

No, Rootes blowers are very convenient and practical to use in many cases; but I don't believe they're the final answer by any means. So, with that, we'll get along to the actual commercial bolt-on kits now available using the GMC blowers:

CRANK-DRIVEN INSTALLATION

As this is written the Potvin Company (distributed through Moon

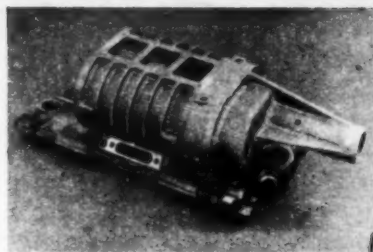
Equipment Co.; 10820 S. Norwalk Blvd.; Santa Fe Springs, Calif.) is in production on kits to mount any of the three GMC "71" series blowers on the nose of various U.S. stock V-8 blocks, to be driven direct by the crankshaft. Kits are currently available for Chrysler, DeSoto, Dodge (hemispherical head engines), Oldsmobile, and the Chevrolet 265-283 block. More will be available later. Price of the kits, not including the blower unit itself, is \$220. Blowers can be bought new from GM parts distributors for around \$400—or used from various truck repair companies and junkyards for anywhere from \$50 to \$150. The 6-71 units are plentiful and dirt cheap; the small 3-71 is quite scarce, but it's really too small to do much for us here any way; the 4-71's never were very plentiful, and the great popularity on hopped cars has quickly pushed prices for good used units up over \$200. The law of supply and demand you know!

In the Potvin kit the engine front timing gear cover is replaced by a new casting that supports the blower. A small chain sprocket is fitted to the end of the crankshaft and a mating sprocket to the blower input shaft; then a length of double-row chain is slipped over both adjacent sprockets

to connect them solid—but with just enough flexibility to absorb shock loads delivered to the blower gears. The kits also include a blower outlet chamber casting, blow-off valve assembly, tubing and gaskets to fabricate the inlet ducts from the blower up to the ports, etc. These kits would obviously not be practical for street machines because of space problems; but they're doing some fabulous things in competition cars. The big advantage, of course, is that the whole drive problem is solved with one swoop by using the chain-connected crank drive. When you remember that these big 6-71's pushing 15 lbs. on some of these big-inch monsters require between 75 and 100 hp to drive 'em, you begin to appreciate the advantages of getting away from belts! Keep it in mind when selecting a blower.

One other problem: Since our crank-blower speed ratio is fixed at 1:1 with this Potvin kit, we'll have to match engine displacement and boost pressure by using different blower sizes. Actually, we can mark the little 3-71 off the list now, as it can't do the job at competition boost pressures of 12 to

Fresno, California's Jim Bohner put a 6-71 up in front of his Buick mill. The manifold was designed by Potvin for aircraft carburetors.



Lyeth Engineering in Detroit built this blower casing, extension housing, and manifold to use the small two-lobe 4-51 impeller parts on a Chevrolet engine. Should clear hood easily.

15 lbs. Even the 4-71 is of limited use here. It can pump 10 lbs. boost with direct drive to engines up to 310 cu.in. But if you want pressures in the range of 12 to 18 lbs. you'll have to use the big 6-71 in all cases. This bruiser will pour 12 lbs. to a 420-cu.in., and proportionally more to smaller displacements.

BELT AND CHAIN-DRIVEN SETUPS

After the Potvin crank-driven blower kit was introduced a year ago there was an immediate demand for equipment that would mount the blower on top of the engine, to be driven by a belt or chain, for street use. These kits are now available from Potvin (from Moon address given earlier) and the Cragar Equipment Co. (3633 E. Gage Ave., Bell, Calif.). Both companies supply kits for mounting 3-71 and 4-71 GMC blowers on late Ford-Merc engines, Chev 265-283, Oldsmobile, Cadillac, Buick, and Chrysler. All the kits are very similar and list for the same price—\$255, not including blower. Kits consist of the inlet manifold that mounts the blower, blower shaft extension assembly (to place the drive pulley above the crank pulley), pulleys for three narrow-angle V belts, belts, carb mounting flange, blower rear cover plate, idler pulley assembly, and all necessary gaskets and fittings. Very recently I understand the companies are out with new offset inlet duct castings to permit a low side mounting

continued on p. 66





HOW GONE IS MY IRON

By **CARL KOHLER** (author of: "Scalloping Satellites For Fun And Profit")





BECAUSE I, STOMPFOOT McDRAGG, am probably the world's most enthusiastic custom car builder, I can be located—any night of the week—in my garage, working on my beloved, '51 Ford coupe which I salvaged from the stock condition it was in and mercifully turned it into merely the most wonderful, eye-grabbing piece of iron to be found in four counties.

This particular night, I and my buddy, Harvey Keck, were trying to decide whether to goldplate all of the goodies under the hood or just to inlay the scallops with ivory when, suddenly, this refugee from Halloween bounces into the garage.

I mean, this weirdo was way out. He stood about two-feet tall, was sporting real wild space-threads and seemed to be bright-green in color. Until he opened his mouth, I figured it might be one of the neighborhood tots trying to put over a gasser. Soon as his lip started flapping though, I knew that whatever *else* he might be, he had never been a neighborhood tot in his life.

"What's the gig, cats?" he demanded cheerfully. "What's swinging in here, anyway?"

Harvey stared across the coupe's hood at me. I just stared back.

"Where did you come from?" said Harvey, clearing his throat and frowning. Leave it to old buddy-buddy Keck to play it tough as long as the victim is only a third his size. But, then, what can you expect from a guy who has three dishonorable discharges from the Boy Scouts Of America.

"Listen, big daddy, I am making this earth-scene courtesy of the First Martian Exploratory Force. It's like how far from home can I get. Man, you're talking to a bonafide, genuine Martian!" He grinned broadly and the sight of those purple teeth against those green lips was enough to unhinge anybody's nervous system.

"A M-Martian?" gasped Harvey. "Y-You're a real Martian from Mars?"

The Martian turned to me and winked.

"Man, is the rest of your population as square as this Tom? I mean, this boy is real nothin'!"

Nobody—not even the Boy Scouts Of America—talks about my old buddy like that in front of me and gets away with it. I picked up a wrench and moved in on the little creep. I'm no coward either when they only stand two-feet high from the soil.



HOW GONE IS MY IRON

continued



"And how," I snarled, "do we know you aren't some wiseguy midget, hired out of Hollywood, to give us a hard time? How do we know you are a for-real Martian, huh?"

"You earth-cats got anti-gravity devices?" he asked.

I shook my head.

Suddenly, the Martian fiddled with a switch on the front of his elaborate space suit and shot into the air over our heads. He flew around the rafters of the garage a couple of times, then neatly landed on his feet before our bulging eyes.

"Well, man, we *have*!" he howled merrily.

"Cheeeez!" breathed Harvey. "A genuine, bonafide-type, outer space, live Martian!"

Quietly, I laid down the wrench.

"Okay, so you're legit," I said. "So what brings you here? How come you didn't land in Washington, D.C. or London or Paris, or even Moscow?"

"We already landed in those scenes, big daddy," the Martian admitted. "Naturally, we did our exploratory bit on the invisible kick. But I got orders to let you cats see me because I have to make a deal."

"DON'T SELL HIM EARTH, McDRAGG!" Harvey screamed, all but climbing the wall. "DON'T MAKE NO DEALS WITH THIS CRUMMY FOREIGNER WITH OUR PLANET! PLEASE DON'T, McDRAGG!"

I subdued Harvey deftly with the wrench.

"Deal?" I said inquiringly. "What kind of a deal?"

"Man, we got almost everything we need for our museum, back home, except one thing."

"And?" I said.

"We need a customized automotive vehicle, typical of your race's aptitude for mechanical and artistic styling." He pulled out a check-list and studied it. "Yup. We got just about everything else in our collection except a fine specimen of the American Art of Car Customizing."

Protectively, I moved closer to the coupe.

"We got stock-cars, jet-planes, submarines, hula-hoops, Mickey Mouse caps, karts, skin diving gear, roller skates, hi fi records, TV sets, hot dogs, car coats, photos of some cat named Ricky Nelson, T-shirts, hamburgers, fries, sports cars, skiing accessories, motorcycles, golf bags, tiddly-wink sets, tennis balls, outfielder gloves, thimbles and switch-blade knives." He stopped for breath and flipped the sheet of the check-list. "Furthermore, we managed to get our green little meathooks on superb-type samples of tract-houses, cold remedies, Mad magazine, Ivy League threads, snap-on hubcaps, darning needles, cigars, chewing gum, statuettes of somebody named Bardot, automatic pencils, light bulbs, garden tools, race horses, pogo sticks, gold fish, typewriters, street-sters and digital computers."

Harvey opened his eyes.

"IN THE NAME OF MERCY, McDRAGG—"

I restrained him with a touch of the wrench again.

"That's quite a collection," I observed coolly.

"Everything," said the Martian wistfully, tapping the check-list, "but a crazy sample of way-out custom car. I have been authorized to make you a wild offer for that gorgeous example of restyled iron you've been trying to hide behind you for the past twenty minutes."

"Flake off," I suggested pleasantly.

"How does a couple of million slices of bread, American brand, tinkle on your eardrums, man?"

"It doesn't deafen me. Listen, I practically put this kemp together by hand. I slaved weeks, months to transform it into what amounts to the finest iron on wheels in the whole country. Why don't you try some other guy?"

He shook his head sadly.

"You're all alike, apparently, in your obsession about these — ah — devices you devise. We've already picked

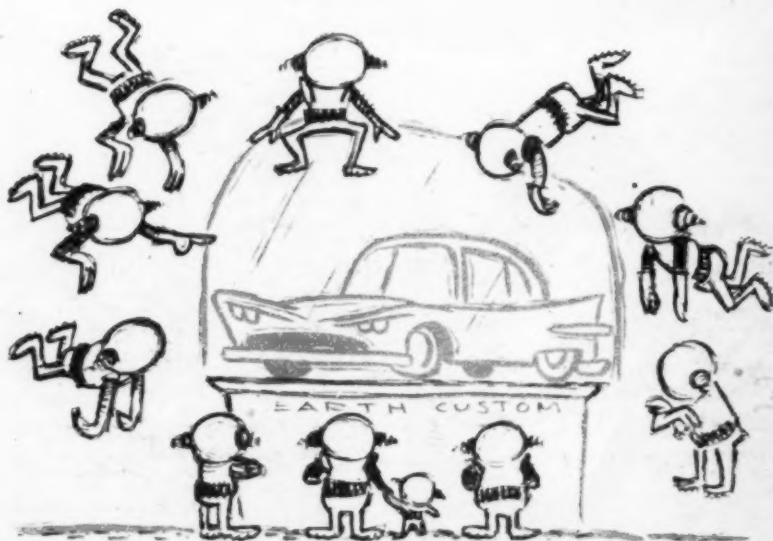
the minds, telepathically, of all the members of every car club in your land. There isn't a chance any of those cats will part with their — ah — kemp, man. And we're getting desperate. I mean, it's like bring home a *complete* collection or don't bother to get off the ground. You dig the anxiety of this gig, cat?"

"Well, I'm sorry," I said firmly. "I can't sell you *my* iron, Martian."

"I just don't understand you customizing cats," mused the little creep. "When I was staked out in Birdland, I had no trouble latching onto horns, vibes and pianos — and the Exploratory Squad assigned to the Pismo Beach Beatnik movement experienced nary a bringdown getting —"

"That big, fat door right behind you," I growled, "was built expressly for the purpose of walking-through. I heartily invite you to make use of it, Martian." I underlined the invite by

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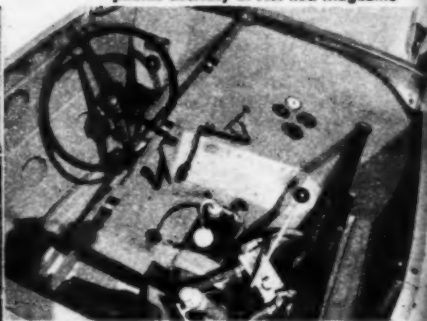
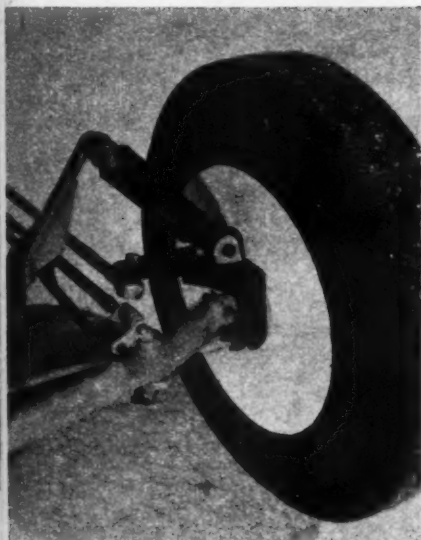
*modified coupe, rear-engined modified roadster,
roadster, modified roadster, coupe, lakester . . .*

BUILT for

ROADSTER



photos courtesy of Hot Rod Magazine



Always a popular combination has been the '29 A roadster body on '32 rails. A goin' example is Carroll Azell's orange C/Class machine. The I.T. roots-type blower that sits atop a stock bore (3 3/16") by 3 1/4" stroked '42 Ford flat-head is Gilmer Belt driven and puts out 10 inches of boost for a time of 168—a class record. That's movin' in anybody's league!

ROD & CUSTOM

JULY

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BONNEVILLE



azine



Jim Walker built engine with H&C cam, mag and Edelbrock heads. Pistons are JE special low compression slugs to accommodate blower. '41 gearbox houses 26-tooth Lincoln cogs. Tubular front axle comes from '37 Ford, is very scarce item. Owner is Hollywood resident, did all work personally. As on most Bonneville cars, only rear brakes are used, in this case from a '40 Ford.

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JULY, 1959

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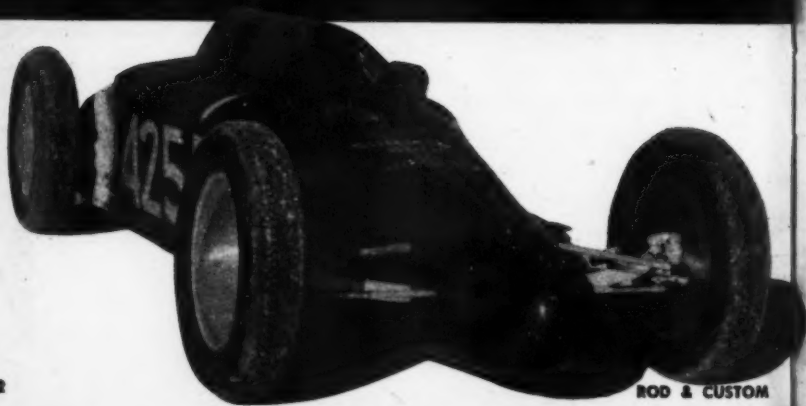
BUILT for BONNEVILLE

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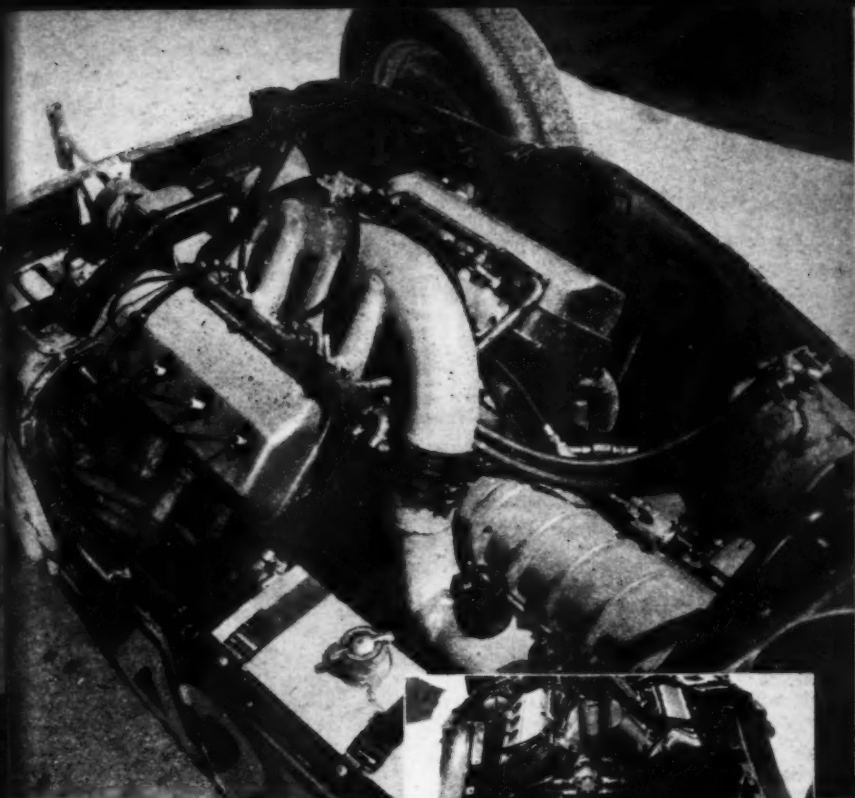
photos courtesy of Hot Rod Magazine

REAR-ENGINEED MODIFIED ROADSTER



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A '27 T-bodied effort of Bill and Bob Summers and Jerry Johnson holds the D Modified Roadster record at 221.082 mph. Powered by a '51 Chrysler block with '57 Industrial Model heads and sleeved down to 302 cu. in., the mill's output is estimated at 450-475 hp. With moving parts shot peened for high surface strength, needle bearing rockers, Herbert 300 blower grind cam & Wilcap torsional valve spring helpers, the 6-71 GMC blown engine safely turns excess of 7000 rpm. Pistons by Jahns.



Good handling of the Summers Bros. car is not pure happenstance. Rear end is modified Cyclone open tube converted to swinging axles by addition of U-joint on each side of quick change center section. Torsion bars are turned down from Ford drive shafts with lever arms and radius rods supporting Cook safety hubs. Axles are open and made of rugged $\frac{1}{2}$ " wall 4140 chrome-moly steel. A Cyclone in-out box couples the rear end immediately aft of the engine where a stock Ford pressed steel bell housing adapts it to the machined-off rear side of the Chrysler block. Centrifugal supercharger is being adapted to the car. Details later.

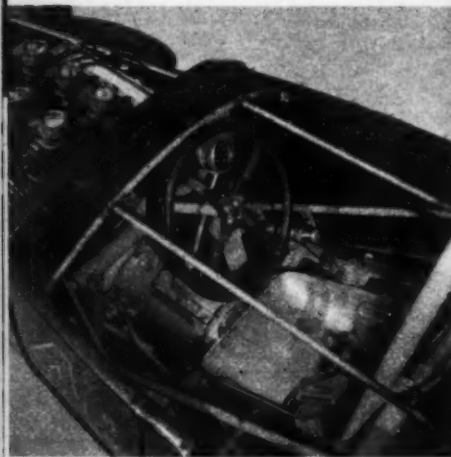
JULY, 1959



MODIFIED ROADSTER

BUILT for BONNEVILLE

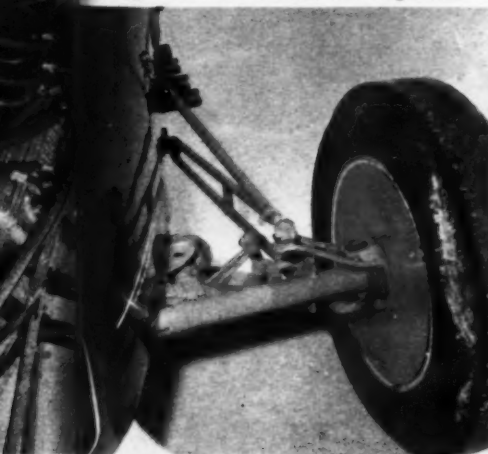
This dark blue B/Modified Roadster belonging to John Cramer, President of the San Diego Roadster Club is powered by a 258" (3 5/16" x 3 3/4") Ardun-equipped flathead. Speed on the salt was 171.42 mph. Car has run 159.57 at El Mirage dry lake and 112 mph at the drags. The '27 T body is over a tubular frame of chrome-moly steel, designed and built by Cramer. Rear end is A with Halibrand q. c. center section. The straight tube front axle is by Culbert's.





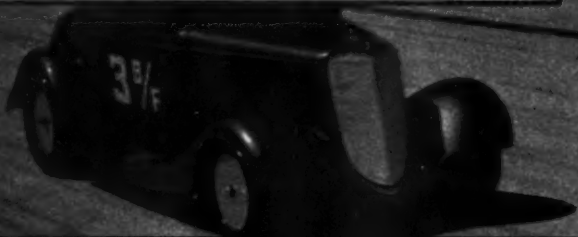
photos courtesy of Hot Rod Magazine

Healthy Ardun-Marc packs six Stromberg 97's on a Crower log manifold. Cam is Isky E-2. Popular overhead conversion is aluminum and has 12:1 compression ratio. Pistons are JE. H&C mag delivers the spark. Tire sizes are 7.10x16 fronts and 6.00x18 rears of Indy design. Rear wheels are Hallbrand magnesium.



BUILT for BONNEVILLE

continued



COUPE



The Garat-Epling-DeYoung entry at B-ville was this Sierra Gold '34 5-window coupe. Benny Garat's fine chassis was coupled with the 259" '34 DeSoto (sleeved $\frac{1}{8}$ ") of Epling and DeYoung to propel the tall hauler to a 137.19 mph top speed on straight alkty. The set-back engine has a Weiland manifold with 4 Stromberg 97's, Polvin Eliminator cam, big valves, Merriman hi-comp. pistons and Stude lifters, push rods. Parts are liberally polished.



Sturdy push bar attached to back plate of change protrudes beneath well ventilated body and fenders. Individual pipes from each exhaust port provide added thrust. All frame crossmembers are tube, detracting from overall weight. Steering gear is '52 Ford Ferguson tractor. Coupe hails from Riverside, in Southern California to the east of Los Angeles.



photos courtesy of Hot Rod Magazine

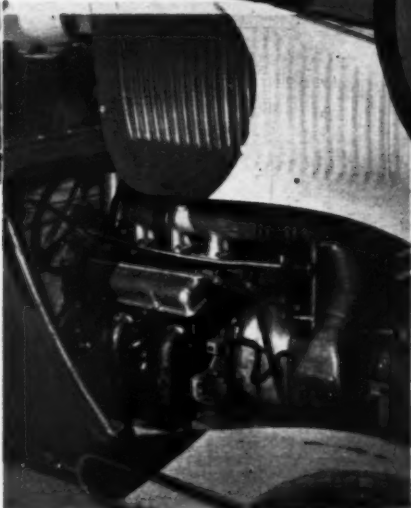
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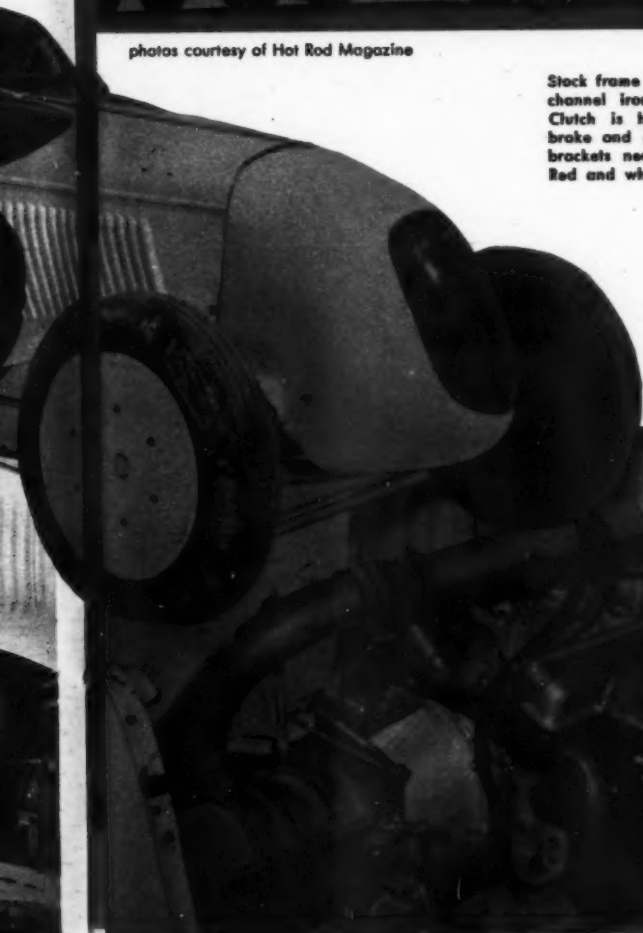
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MODIFIED COUPE



In active competition for over a decade Tom Cobbs '34 coupe was originally put in the winner's circle by Pearson Bros. with a flathead. Cobbs' blown Chevy has pushed speed up to 193.86 mph and a 187.987 stands as the C Competition C/5 record for a two-way average. Hilborn injectors are mounted on the crank-driven 471 GMC supercharger. Caming is by Engle and Johns pistons were built to Tom's specs for a compression ratio of 6:1. Displacement is 258 cu. in. with a mild de-stroking. The flywheel is a degreed billet.





photos courtesy of Hot Rod Magazine

Stock frame was discarded and replaced with channel iron rails and tube crossmembers. Clutch is hydraulically actuated with both brake and clutch mastercylinders in cab on brackets near revamped Ross steering gear. Red and white coupe is from Santa Monica.

BUILT for BONNEVILLE

continued



LAKESTER



Built for John Olivera by Palimides of Oakland, California, this red, white and blue tank has a space frame which housing a 325 cu. in. '55 DeSoto engine which propelled it to a speed of 208.45 mph at the '56 Bonneville Speed Trials. The compression ratio is 16:1

ROD & CUSTOM



photos/lynn

Hallbrand ball bearing rear end mounts 3-spot disc brakes. The tires are 6.50x18 all around on mag wheels. Hillborn injectors, Scintilla magneto, Forged-True pistons and Herbert cam are used to gain 375 hp. In the 1675 lb. car. The cost—\$4000.



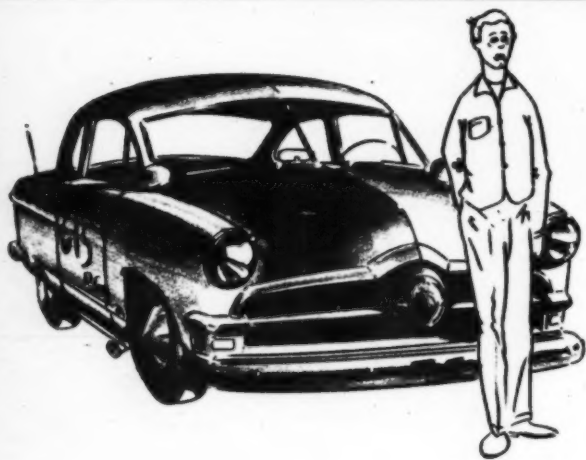
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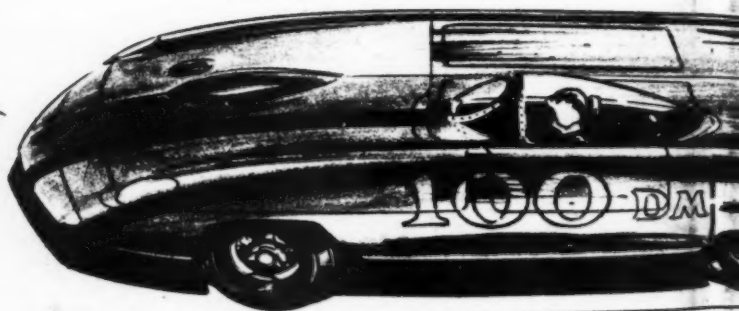
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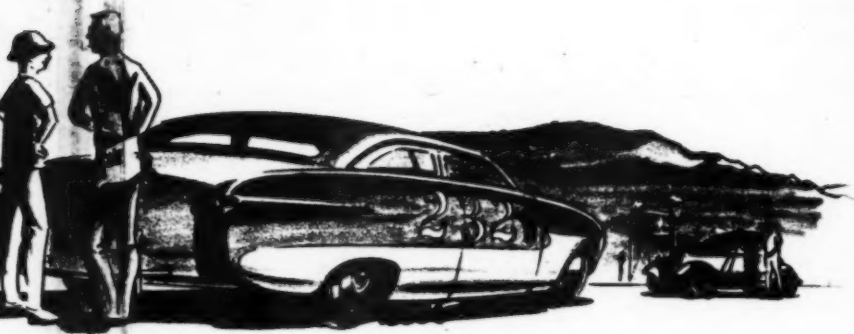
BUILT for BONNEVILLE

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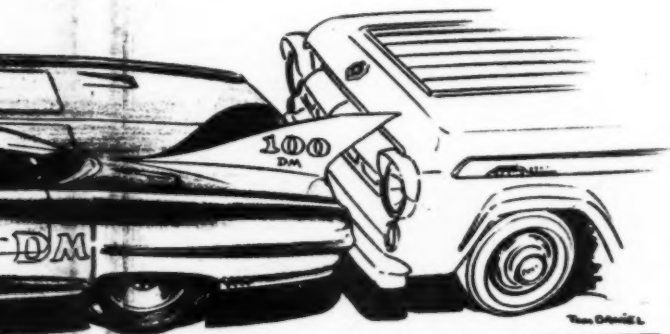


After carefully scrutinizing on the ten pages attained. Obviously the first time with record-checking case to show us for his first glimpse of the Fury hubcaps, side exhaust that year. The 'fifty has bars, a more permanent

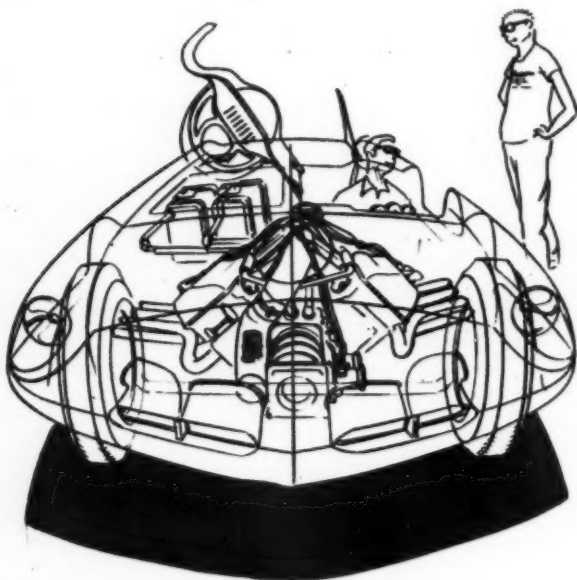




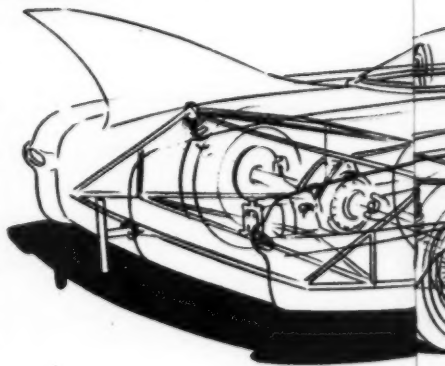
carefully scrutinizing the magnificent examples of cars built for duty on the salt flats of Utah and appearing on the ten pages preceding this, one might wonder how these cars achieved the high state of perfection. Obviously the builders of these salt shakers were no neophytes who appeared at Bonneville for the first time with record-chopping cars. No, evolution took place and designer Tom Daniel has portrayed a hypothesis to show us how it works. Picture the wide-eyed young man at the left, just arriving in Wendover for the first glimpse of the Speed Trials. His '50 Ford is typical of many across the nation; lowered, big engine, fenders, side exhaust cutouts. His number hastily scrawled on the door in whitewash. He learned a lot at the trials. The 'fifty has undergone some changes; chopped and sectioned, clean exterior with no frills, push more permanent number and he is attired to suit the hot, dry climate of the August racing season.



As time rolls onward our friend proves the point of eternal progression and has modified his '50 Ford past the point of recognition. Only the taillight windshields give away the identity. It push starts now. His vast number of friends made over the years are all waiting to see how the bomb goes. Sleek on the outside? Sure, but what lies beneath the gleaming, slippery shell? For a peek beneath, let's flip the page.

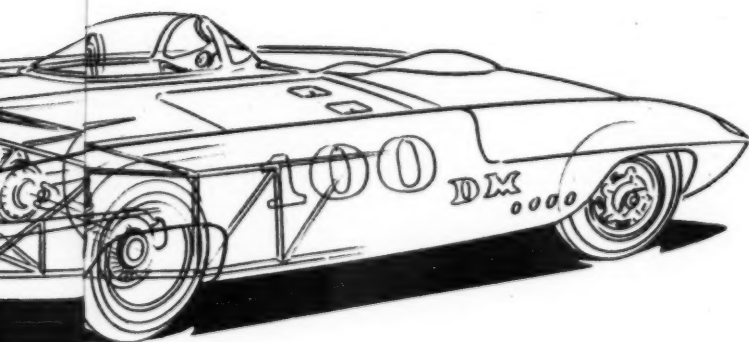
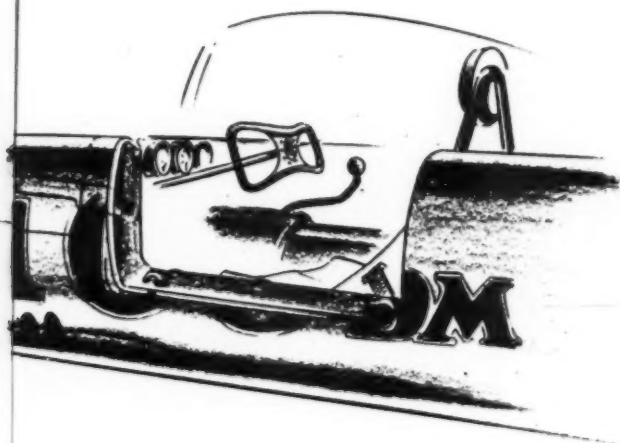


Little of the original 1950 model remains for the "old timer" has assembled a space frame of chrome-moly tube. The entire nose section, now of aluminum, tilts forward to reveal the injected and blown mill, one of the latest large displacement offerings from Detroit. The front air ducts are functional, the inners providing air to the blower and intercooler, the outers fan the Bonneville special tires to keep heat down. Flush ducts atop the rear body section do the same at the aft side of the rear boots. A surplus canopy swings across and up for entry and it is vented in the front for driver comfort and protection from fumes. At his side are the dual fuel tanks, manually controlled to dump in the "goodie juice" when the traps approach. Exterior fillers make servicing for record runs a matter of moments. For utmost control a simple, coil sprung, swing axle is provided and a two-speed rear end contains spur gears to enable quick change of drive ratios. The interior is stark, containing tach, temperature, oil, fuel and blower pressure gauges and a simple steering control. A head cushion mounts to the roll bar. Rear axle control lever, fuel shutoffs, magneto kill switch, fire extinguisher, seat and belt, shoulder harness, brake pedal and clutch complete it. And let's not forget the throttle—'cause this bear really goes! Anyone have salt fever yet?



BUILT for BONNEVILLE

continued





rods & customs in miniature



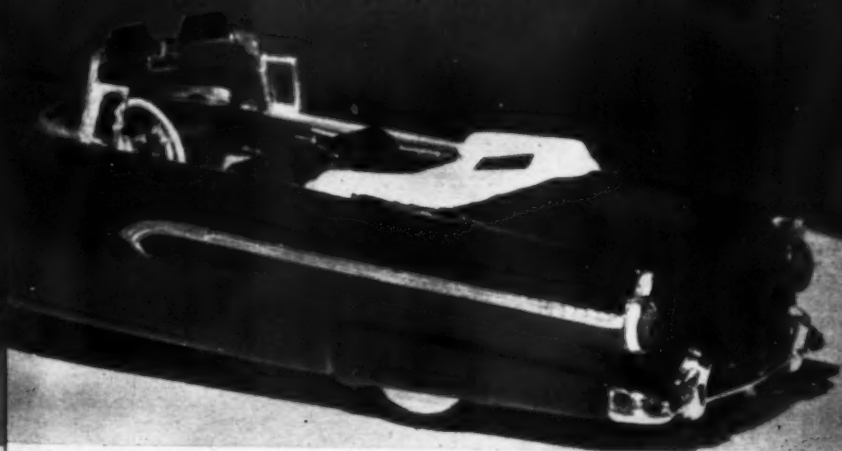
The third in our series of customized model kits by Tony Broer is the '56 Ford Fairlane convertible. Many requests were received from interested readers to have Tony revise this Revell kit, thus we bring it forth this month.

A modified '56 Buick grille now fills the frontal cavity and the hood is nosed off in standard custom tradition. Lowering was done to the maximum amount and '57 Merc type fender skirts help the illusion of proximity to the ground. The side trim has been shortened, door handles removed and Chrysler hubcaps have added spinners for increased importance to the wheel detail. A modified Buick Century mill was lowered into place, sporting dual quad carbs. Car color is black.





'56 ford fairlane
meets modelers tools

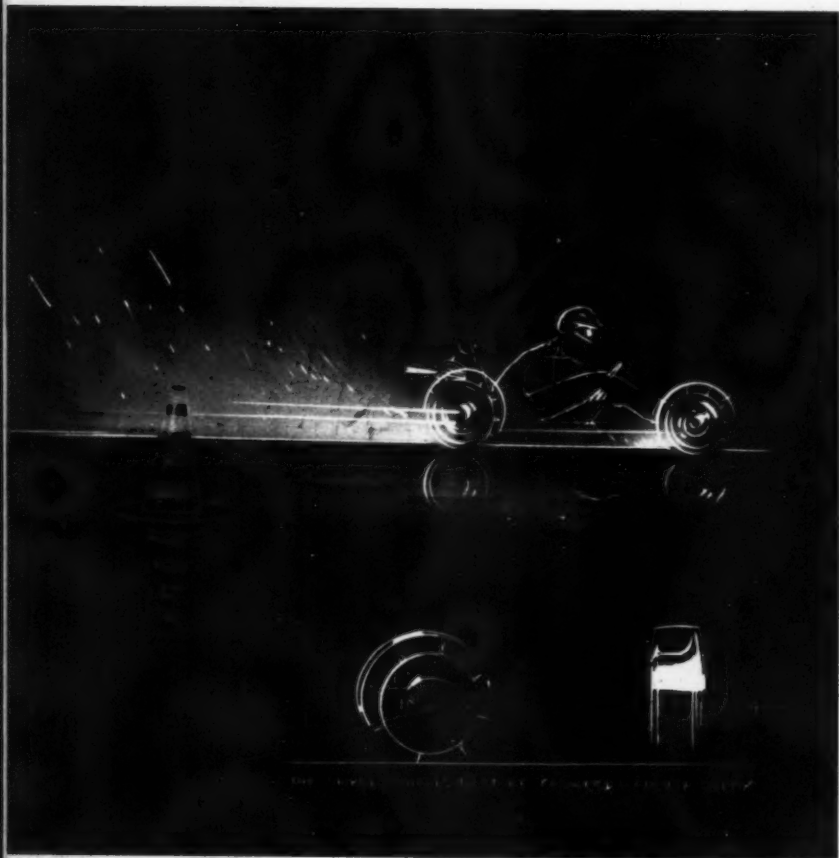


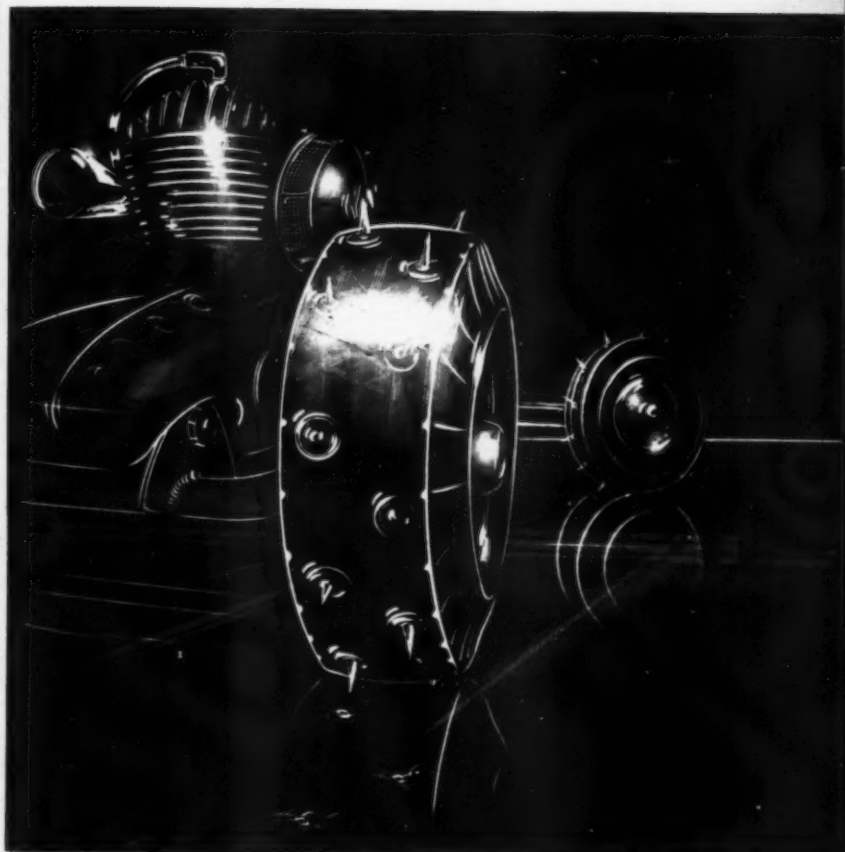
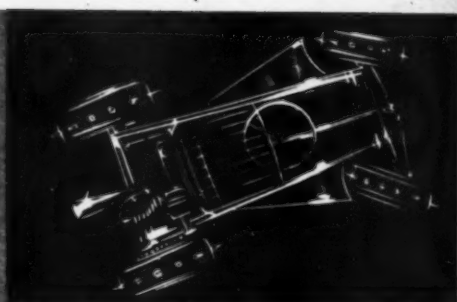
Putt-Putts

for progressives

SEVENTH IN A SERIES OF EXPERIMENTAL
GO KARTS BY CHARLES PELLY

ice kart







Readers' Car of the Month



From North Vernon, Indiana, comes the '53

Chevy Bel Air of reader Harry Stewart.

Proof that mild Customs are often better finished products than a radically changed car which has inconsistent design features,

Harry allowed the basically good lines to remain. A few changes were made to enhance the exterior, but most of the work is not seen.

The head was milled .050" and ported to match the dual intake manifold and header exhaust system. A $\frac{3}{4}$ grind Iskenderian cam adds to the performance without making the car impractical to drive. Magnspark ignition is used. The car was lowered several inches, retaining the ride and 50/50 shocks were installed. Paint is Sun Gold lacquer and green and white Naugahyde interior complement the paint. Harry's friend Ken Sullivan sent the photos.



ARIN CEE

BY PETE MILLAR

SEE THAT GUY OVER THERE? THAT'S 'RACER' POTVIN WITH HIS NEW KART....



... LOOKS LIKE HE WON HIS FIRST RACE... HE NOTCHES HIS KARTS. SO'S HE WON'T FORGET HIS KILLS....



... I SEE 'SPIN' VINELANDER WON ANOTHER RACE... ALWAYS CARRIES A BRUSH... NEVER KNOWS WHEN HE'LL NEED IT... SILLY ISN'T IT?..



... THAT MUST BE 'SLIM' SPENCER SCRATCHIN' UP ANOTHER KILL... HE'S GOT NO MODESTY....



BLOW OFFS
ROSWELL
NEW MEXICO

ROAD JET'S
VIA LIND
OREGON

I'LL SAY ONE THING FOR YOU ARIN... YOU SURE DON'T BRAG ABOUT YOUR KILLS... YOU'RE TOO MODEST FOR THAT... I BET YOU DON'T EVEN KNOW.....



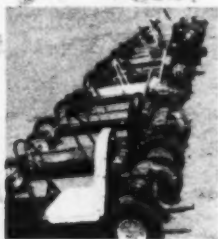
... HOW MANY RACES YOU'VE WON! SURE I DO... LEMME SEE... WAS IT 8 OR 9?..

HET! IF YOU GUYS WANT KEEP TRACK OF YOUR KILLS SEND ONE BACK TO ME AND I'LL SEND YOU A SHEET OF 5 KART RECALLS..
PETE MILLAR
DEEGET
LOMITA, CALIF.
HIRE RACE RIGS : TOROS-
CORYETTS - POPS - BORDS -
AND THE BEST. (NAME PRICE)



from PARTS to KARTS

a guide for builders and buyers



WITH THE overwhelming number of new manufacturers and products ranging from the tiny accessories to completed karts, many individuals are wondering where to obtain information about recently developed items. New karts have been put into production which are unknown to the average enthusiast. Likewise, many who prefer to build their own machine are in doubt as to where to secure materials to do the job. Nearly in the same category is the present owner of a production line *Putt Putt* who now desires to modify his present model to be more suitable for his individual activities.

In hopes of easing the problem we are presenting this list which contains the name and address of every known manufacturer in the field and a grouping of the most vital parts, accessories and related items including completed vehicles and kits. Wherever possible the price of each item is listed, but more information and brochures are available by writing directly to the manufacturer.

ENGINES

WEST BEND

#510 — \$84.50 #645 — \$87.50

Bug Eng. Co.
Flexo Products
Go Kart Mfg. Co.
Ingels-Borelli

WEST BEND ENGINE

WITH INSTALLATION KIT — \$99.50

Hoffco, Inc.

CLINTON A-400 2 Cycle — \$39.50

Acer Co.
Auto Craft
Bug Eng. Co.
Dunn Co.
Hollywood Midget Cars
Ingels-Borelli
L. H. Knost Co.

Mantis

Pervan Tooling Co.

RACE KART CONVERSION KIT
(REVERSED ENGINE) — \$49.50
Go Kart Mfg. Co.

CONTINENTAL

Christensen Eng. Co.
Nuttall Kraft
Reed Eng. Co.

POWER PRODUCTS

PAH-47 — \$47.75 #AH-81 — \$87.75

Ingels-Borelli
Reed Eng. Co.

BRIGGS & STRATTON

Reed Eng. Co.
McCULLOCH 77 — \$289.25
Moss Eng.

ENGINE PARTS

PISTONS

Bug Eng.	\$6.00
Go Kart	\$3.50
Palmini Eng.	\$8.85
Racing Enterprises	\$8.75

CLUTCHES

Bug Eng. E-Z Clutch	\$20.00
Comet Industries	\$12.50
Go Kart Mfg. Co.	\$15.00
Mercury	\$12.50
Moon Automotive	\$19.50

GAS OR FUEL INJECTOR

Racing Enterprises—(Fuel Inject. carb. w/pump)	\$19.95
Scott Engineering	\$21.50

CARBURETORS

Bug Eng.	\$20.00
Go Kart	\$11.55
Racing Enterprises	\$12.50
	Ex. \$ 3.95

INTAKE MANIFOLDS

Palmini Dual Manifold	\$11.95
Racing Enterprises	\$16.95

EXHAUST MANIFOLDS

Bug Eng.	\$ 3.95
Go Kart Mfg.	\$ 3.50
Palmini	\$ 5.95
Polvin Equipment Co.	\$ 9.95
Racing Enterprises	\$ 2.95



LUBRICANTS

Steen Lubricants (Steen Q)qt. \$ 1.85

WHEELS

Bug Eng. Co.

*Wheel complete, 10x3.50x4, $\frac{3}{4}$ s.d. \$12.50
 *Wheel complete, 12x4.00x6, $\frac{3}{4}$ s.d. \$20.00
 *Wheel only, 10 in. \$ 5.50
 *Wheel only, 12 in. \$10.00

*Timken tapered bearings.

Gar-Bro Wheel Co. — COMPLETE ASSEMBLY FRONT ASSEMBLY

300x5 Gar-Bro wide base aluminum wheel 2", 2 $\frac{1}{2}$ "
 or 3" hub length, $\frac{1}{2}$ ", $\frac{3}{4}$ " or $\frac{1}{2}$ " Ball
 bearing, with 3.40/300x5 2-ply tire & tube \$12.49

REAR ASSEMBLY

3.50x5 Gar-Bro wide base aluminum wheel with steel
 hub, 4 $\frac{1}{4}$ " offset hub length, $\frac{1}{2}$ ", $\frac{3}{4}$ " or
 $\frac{1}{2}$ " ball bearing with 4.10/3.50x5 2-ply tire
 & tube \$13.78

For $\frac{1}{2}$ " Precision Ball Bearing add
 \$1.80 to the above prices.

Go Kart Mfg. Co.

Slick assembly (with wheel & tube) 10 in. \$20.15
 Slick assembly (with wheel & tube) 11 in. \$23.00
 Slick assembly (with wheel & tube) 12 in. \$30.00
 Wheel only, 6 in. \$10.30
 12" Tire & Wheel Assy. \$19.50

Hallbrand Engineering

Magnesium wheels, 5" & 6" \$9.50 & \$12.50

Nalpak Corporation

All sizes from \$ 5.50

Hands Engineering

Magnesium & Aluminum wheels, 4", 5", 6" \$8.90 to \$15.90

Moss Midjet Sales Corp.

Wheel only, 5 in. Aluminum \$ 7.25
 Wheel only, 6 in. Aluminum \$ 8.75



BRAKES

Bug Engineering	\$10.00
Go Kart	\$10.00
Hollywood Midget	\$19.95
Moss Aluminum Brake	\$19.95

TIRES & TUBES

A-1 Tire Service	
14-450x6	\$12.00
12-400x6	\$11.00
350x5	\$10.00
300x5	\$10.00
10-350x4	\$10.00

The above prices do not include casing.
Add \$4.00 per tire if we furnish casing.

Bug Eng. Co.	
Tire only, 10 in.	\$ 5.25
Tube only, 10 in.	\$ 1.75
Tire only, 12 in.	\$ 7.50
Tube only, 12 in.	\$ 2.50
Slick, 10 in., each.	\$10.00
Slick, 12 in., each.	\$12.00
(no casing, add \$4.00 ea.)	

Go Kart Mfg. Co.	
10 in. slicks, each.	\$10.20
11 in. slicks, each.	\$10.50
12 in. slicks, each.	\$10.80
10 in. slicks, outright	\$14.40
11 in. slicks, outright	\$15.95
12 in. slicks, outright	\$17.50
3.00x5 Tire, 2 ply	\$ 4.95
3.50x5 Tire, 2 ply	\$ 6.45
3.50x6 Tire, 2 ply	\$ 7.95
3.00x5 Tube	\$ 1.95
3.50x5 Tube	\$ 2.15
3.50x6 Tube	\$ 2.50

Inglewood Tire Service	
10-300-4 Slick	\$ 7.95
10-300-5 Slick	\$ 7.95
11-350-5 Slick	\$ 8.95
12-400-6 Slick	\$ 8.95
General official 1/4 Midget tire, 2 ply	\$ 9.80
General official 1/4 Midget tire, 4 ply	\$12.47
(no casing, add \$3.00 to \$4.00 each)	

Hal Moody Tire Co.	
All sizes	from \$ 4.95
Racing Enterprises	
Racing slicks, all sizes & widths starting @	\$ 6.95





HELMETS

Bell Auto Parts	
with visor	\$38.50
less visor	\$36.50
Floyd Clymer Helmets	
St. Christopher	\$12.50 & \$16.50
"Sportsman"	\$15.00
"The Vagabond"	\$14.00
"The Enduro"	\$12.00
Go Kart Mfg. Co.	
Casco	\$14.95
McHale Enterprises — "Karrera"	
with visor	\$26.50
less visor	\$24.50
face shield	\$28.50
Teptex	
racing helmet	\$33.25
sport helmet	\$29.75
light helmet	under \$20.00



STEERING WHEELS

Bug Engineering	Chromed \$ 8.95
	Painted \$ 7.50
Go Kart Mfg. Co.	\$ 7.95
Kart House	\$ 8.95

PLANS & SPECIFICATIONS

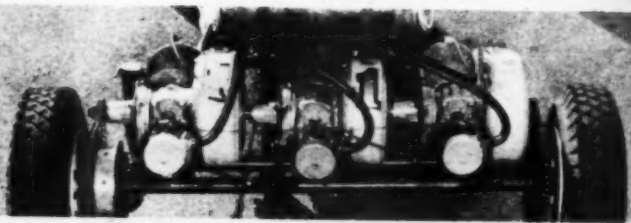
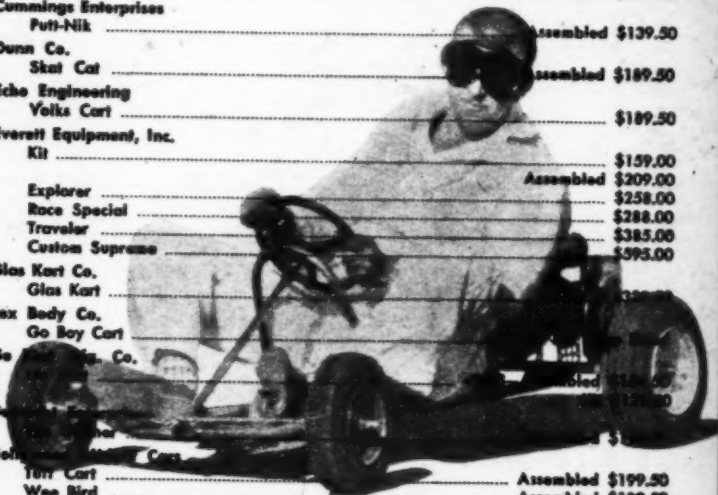
Acar Co.	
Acar-Racer	\$2.00
Go Kart Mfg. Co.	
Go Kart	\$3.95
Hollywood Midget Cars	
Wee Bird Cart	\$2.00
Ingels-Borelli	
Caretta	\$2.00




KARTS

Acorn Tool & Mfg. Co.	
Zoom Along	No price listed
Acar Co.	
Acar Racer	Assembled \$159.50
	Kit \$129.50
Arnold-Dain Corp.	
Midget Car	Kits from \$ 39.95
Auto Craft	
Auto Cart	Assembled \$164.00
	Kit \$145.00
Bug Engineering Co.	
The Bug	Standard Assembled \$149.00
	Custom Assembled \$189.00
Cad Cart Mfg.	
Cad Cart	Assembled \$289.50
Cummings Enterprises	
Putt-Nik	Assembled \$139.50
Dunn Co.	
Skat Cart	Assembled \$189.50
Echo Engineering	
Volks Cart	\$189.50
Everett Equipment, Inc.	
Kit	\$159.00
	Assembled \$209.00
Explorer	\$258.00
Race Special	\$288.00
Traveler	\$385.00
Custom Supreme	\$595.00
Glas Kart Co.	
Glas Kart	\$129.50
Fox Body Co.	
Go Boy Cart	\$129.50
Go Kart Co.	
Go Kart	\$129.50
Go Kart	\$129.50
Go Kart	\$129.50
Holmes & Co.	
Tuff Cart	Assembled \$199.50
Wee Bird	Assembled \$189.50
Red Bird	Assembled \$159.50
Blue Bird	Assembled \$129.50
Hot Cart Mfg. Co.	
Hot Cart	Assembled \$189.50
Hot Cart Jr.	Assembled \$129.00

KARTS



KARTS (continued)



Hovey Machine Products	
Hovey Hawk	No price listed
Ingels-Barilli	
Corsetta	Assembled \$195.00
Kurtis Kraft	
Kurtis Kart	Assembled \$195.00
L. H. Knost Co.	
Kay Kart	Model K-3-R \$189.50 Model K-3-D \$169.50
LMC Midget Motors	
Swoopster	No price listed
Mantis	
Mantis	Assembled \$146.66
Mantz Midgets	
Mantz Zipper	Assembled \$189.50
Mark Industries	
Mark 4-7 Midget	Assembled \$184.50
M. Mitchell Co., Inc.	
Banton Kart	Assembled \$154.50
Mennen Sales	
88 Midget	Assembled \$179.50
Narven Tooling Co.	
Pixie Gas Kart	Assembled \$179.00 Kit \$159.00
Polvin Engineering	
Drag 'N' Fly K.B. 1	\$189.50
Proseweld, Inc.	
Track-Babbit	Standard \$189.50 Deluxe \$285.00 Kit—No price available
Ross Engineering	
Comet	Assembled \$144.50 Kit \$145.00
Riss Sales	
Gooney Kart	Assembled \$195.00
Rupp Mfg. Co.	
Dart Kart	Assembled \$189.00
Schwesers, Geo.	
Li'l "500"	Assembled \$129.50 Kit \$ 99.50
Spinster Corp.	
The Spinster	Assembled \$239.50 Assembled Less Engine \$184.75
Wahlborg Eng. Co.	
Scram Buggy	Assembled \$179.50
Wedge Mfg. Co.	
Flying Wedge	Assembled \$149.50
Wedge Bomb (duo motor)	Assembled \$199.50

CLUBS

Go Kart Club of America

P.O. Box 806

Azusa, Calif.

ROD & CUSTOM

MANUFACTURERS

MANUFACTURERS

A-1 Tire Service
Acorn Tool & Mfg. Co.
Acar Co.
Arnold-Dain Corp.
Auto Craft
Bell Auto Parts
Bug Engineering Co.
Cad Cart
Comet Industries
Cummings Enterprises
Dunn Co.
Echo Engineering
Elco Mfg. Co.
Everett Equipment Inc.
Flexo Products
Floyd Clymer Publ.
Fax Body Co.
Gar-Bro Wheel Co.
Go Kart Mfg. Co.
Hands Engineering
Hallbrand Eng.
Hollis, Inc.
Hollywood Midget Cars
Hot Cart Mfg. Co.
Hovey Machine Products
Ingle-Borelli
Inglewood Tire Service
Kart House
Kurtis Kart
L. A. Wheel Co.
L.A.C. Midget Motors
Mantis
Mantz Midgets
Mark Industries
Mercury (Automatic Steel Products)
M. Mitchell Co., Inc.
Hal Moody Tire Co.
Moon Equipment Co.
Moss Midget Sales Corp.
Munson Sales
Majal Enterprises
Majal Corp.
Palmini Engineering
(Distributed by Bug Eng.)
Pervan Tooling Co.
Potvin Equipment Co.
Pressman, Inc.
Racing Enterprises
Reed Engineering Co.
Reed Precision
Riss Sales
Rupp Mfg. Co.
Schwartz, Geo.
Scott Engineering Co.
Spinster Corp.
Steen Lubricants
Toplex
Wahlborg Eng. Co.
Wedge Mfg. Co.

1217 W. Valley
P.O. Box 44
Box 77
1301 E. 44th St.
3633 Gage Ave.
Box 91
P. O. Box 48
867 Elm Place
Administration Bldg.
222 2nd Ave.
342 Sunset Blvd.
308 E. Beach Ave.
25025 Telegraph Rd.
5180 Venice Blvd.
1628 S. Alvarado
Box 621R
2415 E. Washington Blvd.
6300 Irving Ave.
4159 W. 11th St.
5137 Marilyn Ave.
409 N. 8th St.
200 W. Colorado
Box 9885
701 Helix Ave.
2100 Echo Park Ave.
1101 E. Redondo Blvd.
9111 Sepulveda Blvd.
528 W. Colorado
P.O. Box 415
1412 W. Main St.
P.O. Box 104
6359 Florence
1352 36th Ave.
1261 Camden Ave. S.W.
R.D. 3, Stroudboro Rd.
4698 San Fernando Rd.
10830 S. Norwalk Blvd.
212 E. Beach Ave.
409 E. Main St.
583 No. Florrie
1130 E. Florence Ave.
2155 N. San Gabriel Blvd.
2112 S. Sepulveda Blvd.
700 N. Los Angeles St.
P.O. Box 1052
2054 Slawson Ave.
11067 Atlantic Blvd.
1275 Elm Ave.
Bowman St. (Kart Div.)
108 E. 6th St.
P.O. Box 944
22473 Core St.
19 E. Valley Blvd.
6521 West Blvd.
2805 Pacific Coast Hwy.
1942 W. 10th St.

El Monte, Calif.
Cincinnati, Ohio
Cockeysville, Md.
Mahopac, New York
Hutchinson, Kansas
Bell 6, Calif.
W. Covina, Calif.
Compton, Calif.
Richmond, Ind.
Lakewood Park, Ga.
Des Moines, Iowa
L.A., Calif.
Inglewood, Calif.
Southfield, Mich.
L.A. 19, Calif.
L.A., Calif.
Jonesville, Wisc.
L.A., 21, Calif.
Azusa, Calif.
L.A. 63, Calif.
Culver City, Calif.
Richmond, Indiana
L.A. 41, Calif.
Richmond, Virginia
Berkeley 10, Calif.
L.A. 26, Calif.
Inglewood, Calif.
San Fernando, Calif.
Glendale, Calif.
Carthage, Mo.
Evansville, Indiana
Duarte, Calif.
Bali Gardens, Calif.
Columbus, Ohio
Canton 6, Ohio
Hudson, Ohio
Glendale, Calif.
Santa Fe Springs, Calif.
Inglewood, Calif.
Muncie, Ind.
Hawthorne, Calif.
Los Angeles, Calif.
S. San Gabriel, Calif.
L.A., Calif.
Anaheim, Calif.
Alliance, Ohio
Santa Rosa, Calif.
L.A. 47, Calif.
Lyndwood, Calif.
Glendale 1, Calif.
Mansfield, Ohio
Fremont, Nebraska
Santa Monica, Calif.
Farmington, Mich.
Alhambra, Calif.
Inglewood, Calif.
Torrance, Calif.
L.A., Calif.

THE BASICS OF Customizing

the ins and outs of leading

PART VII

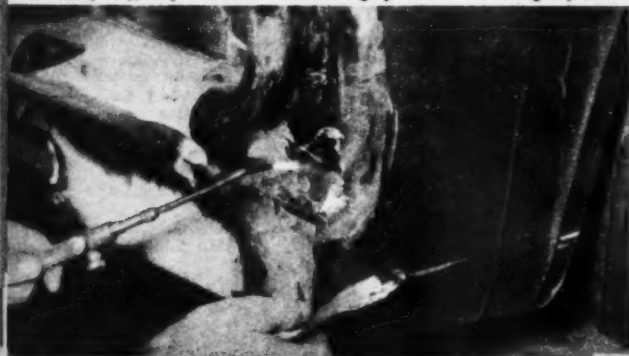
The art of leading is perhaps the major deterrent to many who would like to attempt their own customizing. A few pointers regarding several typical situations encountered in applying lead, and graphic illustration as to the methods used may be helpful in overcoming the aura of mystery concerning this most important phase of metal working.



Heat the panel and lower end of the lead stick. Work upward, creaming the lead into the panel. The best lead to us is 70/30 (70% lead, 30% tin) a mixture which is highly...



...recommended because it creates a better adhesive on the metal, holds the heat longer and is easier to paddle and sculpture. Starting a new group of lead, heat old section first...



...and work new stick into creamy form of old section. Paddle two sections together keeping both of same consistency so no crack develops. Other good leads are 60/40 and Kirk's 2-0-2 but these work harder due to tin content.

ROD & CUSTOM

VII

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USTOM



When only a small amount of lead is needed, heat metal to open pores so lead can get a better adhesive grip. Then melt the lower section of the stick and work it into the metal. Use lead sparingly as prices...

...generally run from 50¢ lb. on up. Deft use of the paddle saves money as lead is shaped into form desired, leaving little waste to be lost in filing. Keep lead creamy by occasional torch use.



photos by george barris



Keep your wooden paddle very clean and dip in either oil or beeswax for smoothing out creamy lead. Paddles are available in many different shapes, are generally made from oak wood. Most parts stores have them...

JULY, 1959



...but if they don't stock the one you need you can make it or modify an old one for a particular need. When leading a big roll such as pans or rear fenders, heat metal, then putting stick in groove, melt in place.



For sportsmen 6 to 80!
Broad line of models —
complete kits from
\$39.95
Send 25¢ for catalog.

Dealer and Distributor inquiries invited.

MIDGET CAR HEADQUARTERS
ARNOLD-DAIN CORP.
Box 77, Mahopac, N.Y.

WELD
BRAZE
CUT
SOLDER



4 WAY
\$14.75
WELDER

Acclaimed by thousands of stock, hot rod and customizing enthusiasts as the welder of 1001 uses. Easily operated from properly wired 110 volt AC or DC line. The ideal gift with a life-long use. . . . Order today on 10-day money back guarantee.

Literature on larger equipment on request

FOUR-WAY WELDER COMPANY
1810 S. Federal St., Chicago 16, Illinois, Dept. F-35-4

OWN A **Swoopster**
NEW

FINEST KART YET for SAFETY at SPEED

3 Completely Individual Model Designs from \$119



\$199

roll bar
knarling bars
racing steering wheel
independent front suspension
precision internal expansion brakes
correct steering geometry & weight distribution

LMC **midget motors**
dealer inquiries invited
1412 north main st., evansville, ind.

THE BASICS OF Customizing

continued

Heat old lead and new. Use curved paddle to press in desired roll. Work paddle back and forth until smooth. Do not wait until lead is cold and chalky looking.



iddle
iddle
wait
ing.

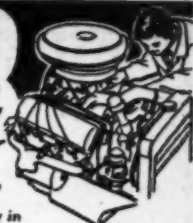
TOM

JULY, 1959

If you desire to form a crease or curve with your lead, apply the slick into the heated metal as previously described and paddle into the predetermined shape.

When leading flairs and rolls apply heat to metal and lead, work, as always, into a creamy substance and paddle to the roll that flairs into the panel and the tube.

train at home for BIG PAY



The amazing new CTI Home Training Plan is so practical it starts you earning spare-time money in weeks—makes you an expert auto mechanic in months. You get Mechanic's Tools and a professional Tune-Up Kit of test instruments. Extra training included in Diesel or Body & Fender Repair. Write today for new, free booklet.

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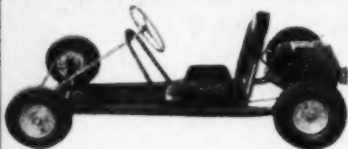
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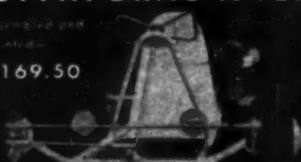
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HOW GONE IS MY IRON

continued from p. 29

hefting the wrench meaningfully.

"Strictly from evilville," muttered the disgruntled Martian, stalking quickly out into the night. "And I promise you, big daddy," said his voice from the darkness outside, "this isn't our last offer by any stretch of your uncooperating imagination!"

I turned to find Harvey staggering to his feet.

"Cheeeez! What a headache! Mc-Drugg, you got any fast-fast-fast-type aspirins in the house?"

"You don't remember what happened?" I asked evenly.

He shook his head, wincing.

"Nah. I musta slipped on a grease spot or something. I even had a nutty dream while I was out. All about a sawed-off Martian and—"

I led him into the house. One of the things that makes Harvey and me top-notch buddies is the fact that he's more stupid than anybody else I know. This makes him easy to get along with. I was just as glad he thought the visitor was a nightmare because I had no intention of letting the story get around. In fact, by the time we found



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the aspirin, -I wasn't too sure there even had actually been any such Martian.

Man, how wrong can a guy get?

Disaster was waiting for me, in the backyard, when I headed for the garage the following morning.

The garage was gone!

I walked around, staring at the empty place where it had stood. Even the concrete pad was gone. Painfully, I forced myself to face the fact that my beloved coupe was gone, too. Then, I spotted this package lying in the middle of the area where the garage had been.



Opening it, I found a short note. It read: *You never said you wouldn't RENT us the car, big daddy.* That's all. And under the note was fifty million dollars worth of money. It looked great until I spotted the picture of Roy Rogers on each and every bill. Man, how the western influence confused those Martians. And there I stood, clutching fifty million bucks worth of useless cash while—somewhere in outer space—my iron went the museum route.

I can hardly wait until we reach the moon. It's one step closer to Mars, a certain museum and the biggest one-man rumble in the universe. And how would you feel if you had to ride buses in the meantime?

I ask you? ●

JULY, 1959

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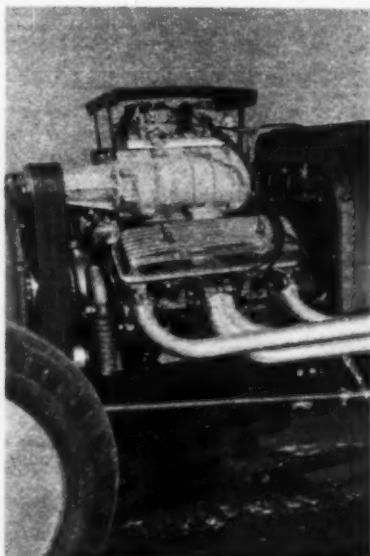
Free Details and "How to Weld"

Blow for Go

continued from p. 25

of the carburetors. (On early kits you just about had to cut a hole in the hood for carbs on top of the blower).

These V-belt-driven kits are designed primarily for low-boost applications. Speed ratios between crank and blower vary between about 1:1 and 1.25:1, and the 3-71 blower can be used for engines of less than around 310 cu.in. Maximum boost pressures run between 6 and 8 lbs. For very high boosts and high RPM's the V belts won't do the job. Cragar now supplies drive parts to special order to use the Gilmer toothed timing belt for competition installations (the Cyr & Hopper dragster that took top speed and e.t. at the '58 NHRA Nationals had this setup). With a 1.5:1 "gear" ratio a 4-71 blower with the Gilmer belt can pump 15 lbs. boost to engines up to



Olds in a '25 T roadster has topside blower with a pair of 4-throat carbs. 8 belts drive.

ROD & CUSTOM

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400 cu.in. This arrangement has certain advantages over using the big 6-71 driven direct off the crank: The ductwork is simpler with less breathing loss; the installation is lighter; the smaller blower doesn't absorb quite as much HP; and there is less slip leakage at the low end, giving a better torque curve.

I see now where Howard's have come out with a chain drive setup for 4-71 or 6-71 blowers mounted on top of Chev, Chrysler and Olds engines. The housing replaces the stock timing gear cover and mounts the stock water pump. So right now these new belt and chain-driven installations using the 4-71 GMC blower on top of the engine look virtually as good for competition as the crank-driven setups using the big 6-71.

THE OVERALL PICTURE

Now the big question: Is supercharging right for you — and, if so, which system should you choose?

In the first place, I wouldn't advise you to choose any kind of supercharging if you expect to have a car that will seldom require any mechanical attention or parts replacement. Supercharged engines are finicky; they like to be babied. Furthermore, you're putting heat loads in the combustion chamber that your engine was never designed to take. A few seconds at full throttle with a slightly lean mixture can clobber a piston; minor hot spots can cause destructive pre-ignition. The blower itself requires attention; the unit must be faithfully lubricated, belts must be replaced. If you're after reliable performance that you never have to think about, probably a big bore and stroker kit, roller cam, big valves, multiple carbs, etc. is your best bet. But if you insist on the big punch, and you're willing to baby your equipment a little to get it, supercharging can be a very satisfying path to power.

For a street machine you have the choice of a McCulloch, the Latham axial-flow, and one of the belt-driven GMC setups. Each has its advantages and disadvantages. The McCulloch is

continued on p. 68

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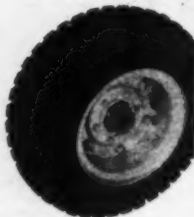
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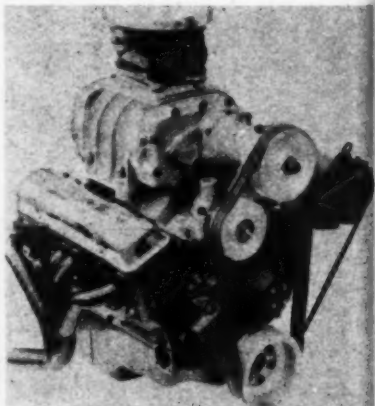
NALPAK CORPORATION

Blow for Go

continued from p. 67

best on medium-speed torque, is reasonably reliable, not too expensive, but is limited to around 325 hp on the top end. The Latham has a high power and pressure potential, but is expensive and only fairly reliable in the drive setup. The GMC kits have the lowest overall price of all (if you can find a used blower), and — since these GMC blowers are well-built, precision pieces of equipment — they are quite reliable and long-lasting if properly maintained. They're not very compact, however, and without the new inlet duct castings you'd have to provide a bubble in the hood to cover the carburetor on most installations. In performance potential the 4-71 GMC setups with around 1.25:1 belt ratio would be ahead of the McCulloch and at least on a par with the Latham pushing 10 lbs.

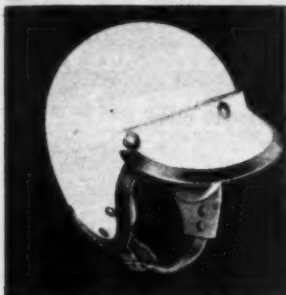
Competition? I wouldn't consider anything in a bolt-on kit except one of the GMC setups. As pointed out earlier, a Gilmer or chain-driven 4-71 on top of the engine looks better in many ways than a 6-71 driven off the front of the crank. So you take it from there! •



Cragar belt-driven set-up for Chevy steel engine uses a 3-71 Gimmy and a 4-barrel carb.

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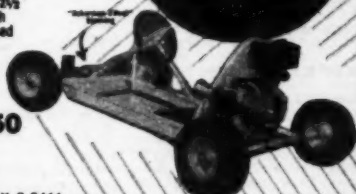
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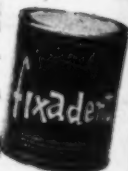
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for progressives



A genuine Go Kart 400 B by the Go Kart Mfg. Co. of Azusa, California will be given to the reader who submits the best design ideas for karts. These design features will be incorporated into the "Putt Putts for Progressives" drawings by Chuck Pelly appearing in the January 1960 Rod & Custom and announcement of the winner will be made at that time.

In addition to the completed Go Kart, additional awards will be made to the runners up, in the following order:

- | | | |
|-------------------|---|--|
| 2nd | 1 | Flea—the two-wheeled "Putt Putt" by Bug Engineering |
| 3rd | 1 | West Bend 510 ball and roller bearing 3 hp kart engine |
| 4th | 1 | Clinfen A-400 "Panther" kart engine |
| 5th | 4 | Moss cast aluminum kart racing wheels |
| 6th | 1 | McHale "Karrera" karting helmet |
| 7th | 2 | Inglewood Tire racing slicks |
| 8th | 1 | Moon Kart Clutch |
| 9th through 10th | 1 | Scott Injector for karts and midjets |
| 11th through 13th | 1 | Amal slide valve carburetor from Steen's |
| 14th through 15th | 1 | Potvin Extractor megaphone exhaust |
| 16th through 18th | 1 | set Moon spun aluminum kart discs with Sun-Ray finish |
| 19th through 20th | 1 | Go Kart 3-spoke drilled racing steering wheel |
| 21st through 30th | 1 | year subscription to Rod & Custom magazine |
| 31st through 35th | 1 | year subscription to Car Craft magazine |
| 36th through 40th | 1 | year subscription to Custom Cars magazine |
| 41st through 50th | 1 | quart Steen C Chemical Lubricant for fuel mix |
| 51st through 75th | 1 | Trend Book "Let's Go Karting" |
| Booby Prize | 1 | set slightly bent tie rods courtesy Bug Engineering |

To become eligible for these valuable karting items, describe in 50 words or less, design features which you feel would be advantageous on a "Putt Putt." Any sketches or drawings which will clarify your suggestion may be included. Send your ideas with your order for the big 22" x 29" wall-sized sheet of "Putt Putts for Progressives" which features advanced designs for karts plus detail drawings and measurements printed in color on highest quality paper. In addition to the racing scenes of karts, a valuable information sheet accompanies the drawings which is of utmost importance to anyone who already has a kart or contemplates building or buying one. For the many who have already sent for our designs or plan to buy from the kart dealer nearby who stocks them, accompany your idea with the red Delta (triangle) or reasonable facsimile clipped from the corner of the "Putt Putts" sheet.

Evaluation will be made by competent, unbiased judges and the items listed above will be awarded on the basis of originality, clarity, and practicality. In case of similar ideas, the earliest postmark will be a deciding factor, so don't hesitate—send your idea in NOW! Deadline for sending ideas is August 31, 1959.



DELTA design

1131 fleetwood annex, covina 1, california.

Here are my suggestions for design features for "Putt Putts."

I am enclosing one dollar (\$1.00) for the drawings "Putt Putts for Progressives" to be sent postpaid in a crushproof tube.

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JULY, 1959

71

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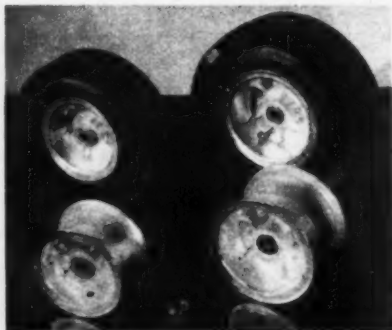
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"Putt Putts" to Hold a "National"



A recent announcement by the Go Kart Club of America informs us of the forthcoming Go Kart Nationals to be held July 17, 18, and 19, 1959. Long awaited by karting enthusiasts everywhere, the opportunity to compete with other vehicles in the "Formula K" category is sure to demonstrate vast differences in driving techniques, engine hop-up methods and suspension modifications. The three day bash will be held at the well known Go Kart Raceway just south of US 66 in Azusa, California, and is expected to bring the top karts and drivers from all GKCA Regions as well as those from outside the club area. In some instances organized groups are planning on putting the proceeds from events into a fund to send their best to the races. Good ideal!

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continued on p. 79

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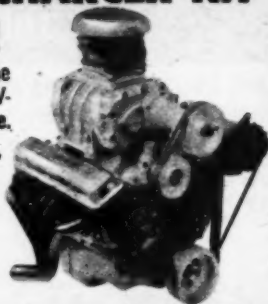
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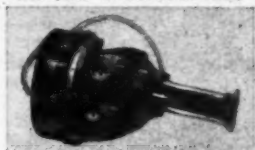
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No. 57-55-57 Chevy, 53-57 Chevy, DeSoto, Dodge, Plymouth, 55-57 Pontiac, 54-57 Olds, Buick, Buick Only
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"Putt Putts" to Hold a "National"

continued from p. 74

The schedule of events for the three day fest is as follows:

FRIDAY—July 17

Sign up	9 AM—12 NOON
Tech Inspection	10 AM—12 NOON
Practice	1 PM—5 PM 6 PM—8 PM
Social Meeting	7 PM—10 PM

SATURDAY—July 18

Post Entries and Tech Inspection	8 AM—12 NOON
Practice	8 AM—12 NOON
Preliminary Qualifying	1 PM—5 PM
Practice	6 PM—8 PM
Dinner and 1st Annual Nat'l Membership Meeting	8 PM—12 PM
(Dinner \$3.50 per person)	

SUNDAY—July 19

Practice	8 AM—10 AM
Consolation Races	"A" Class 10:30 AM "B" Class 11:00 AM "C" Class 11:30 AM
Main Events	"A" Class 12:30 PM "B" Class 1:00 PM "C" Class 1:30 PM "A" Class 2:00 PM "B" Class 2:30 PM "C" Class 3:00 PM "A" Class 3:30 PM "B" Class 4:00 PM "C" Class 4:30 PM
Handicap Sweepstakes	5:00 PM
Consolation Handicap	5:30 PM

Entry for the weekend "Go" and including kart, driver and 1 pit member varies somewhat. GKCA members pay \$7.50. Out of state non-members pay \$12.50 and California non-members pay \$17.50 which includes a year's membership in the club. All entries close June 31, '59, so time is short. Address all inquiries and entries to Go Kart Club of America, Box 806, Azusa, California ●

JULY, 1959

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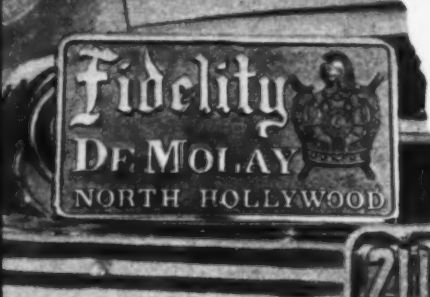
 <p>Automatic Clutch \$15.00</p>	 <p>Moon Wheel Discs 4", 5", 6" Set of four \$5.95</p>
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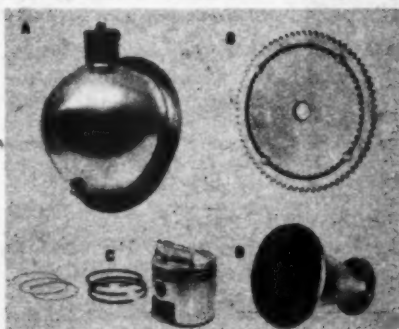
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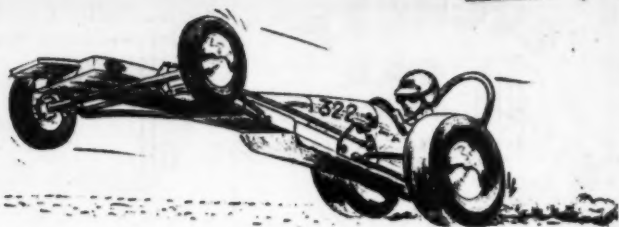


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IT LOOKS LIKE A TALL BALL coming up at Bonneville this year. There's a flock of very hot machinery under construction that promises to knock off a lot of the old records. The big item of interest, of course, is that 300-mph barrier. I think the boys are going to break it by a healthy margin. The smart money seems to be on Mickey Thompson with his new four-engine streamliner; but who knows... maybe Lady Luck will see it different.

At any rate, if you had asked me a year ago about the possibilities of breaking 300 mph with an American "hot rod" I would probably have turned blue. I was afraid of the tire problem. Centrifugal force and heat build-up are about half again as rough at 300 mph as at 250. Thompson had tread troubles with his new Firestone "300" tires last year in the 250-mph range; he got by okay by increasing the section size and inflation pressure to 110 lbs./sq.in.—but there was much doubt as to whether these tires would have been entirely suitable at speeds above 300.

Now I hear the super-speed tire situation in this country has literally exploded in the last few months. Up to now Firestone has been the only manufacturer interested enough to lose money building these special limited-production tires. Now I hear rumors that Goodyear is developing several sets of special 15-ply tires for Mickey Thompson's new car that are designed for 500 mph! If demand warrants these should be available to all comers in '60. The Firestone people have further improved the 8-ply "300" model, and it will be ready to roll over 400 mph by August. They say even Goodrich may get into the act next year, basing a Bonneville tire on their design of a special tire for the X-15 rocket research plane. This tire has nylon fabric plies right down to the ribbed tread layer to reduce carcass distortion at 300+ mph speeds.

It's wonderful to see these big tire companies becoming interested in the Bonneville situation. Competition between the companies will speed development. And where can the companies find a cheaper or more grueling test laboratory for developing aircraft tires suitable for landing and take-off speeds above 200 mph under tons of load? With more and more aircraft operating in this range these days, we can expect increasing interest in the Flat as a "laboratory"—not to mention the valuable publicity available from 300-mph record runs. No, I have always said that tires were 90% of the problem of going 300 mph in a car. Horsepower we can always find. Give the American hot rodder a super-speed tire he can afford—and I say he'll be doing 400 mph before you know it. Wait and see!

New... amazing **LOW** cost

"Lil"

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rugged!
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\$ 99⁹⁵
CART KIT

You can enjoy the nation-wide karting craze at a price that everyone can afford! TOP QUALITY is engineered into every 'Lil' 500 to give you years of trouble-free performance! Order your kit for \$99.95 or completely built, upholstered and painted cart for only \$129.95 today for IMMEDIATE DELIVERY. As the name implies, you'll be riding on a winner!

STANDARD EQUIPMENT
(completed carts)

- Completely Upholstered!
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- Exclusive Side Rails!
- Roller bearing Firestone Power-tread tires!
- Clinton A-400 2 1/2 HP 2 cycle engine. (Opt. West Bend engines, single or twin)

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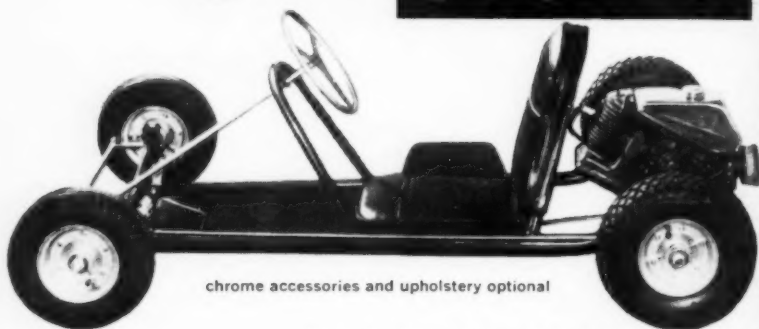
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chrome accessories and upholstery optional

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- ☐ Assembled Go Kart \$164.50
- ☐ Go Kart Cycle \$149.00

Enclosed is my cash, check or money order for
☐ Full price ☐ \$25 deposit (balance C.O.D.)

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Go Kart Plans available \$3.95

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